

ALL HANDS



JULY 1969







ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JULY 1969

Nav-Pers-O

NUMBER 630

VICE ADMIRAL CHARLES K. DUNCAN, USN
The Chief of Naval Personnel
REAR ADMIRAL D. H. GUINN, USN
The Deputy Chief of Naval Personnel
CAPTAIN H. W. HALL, JR., USN
Assistant Chief for Morale Services

TABLE OF CONTENTS

Features

Putting Their Skills on Paper: Writers Of	
Navy's Blue Books	2
Firefighters in Training Ashore & Afloat	6
Navy Relief Society: Always Ready	8
Seven Thousand Volunteers in the NRS	13
Shaggy Dogs and Other Tales	14
Navy's K-9 Corps	19
Sound-Powered Phones: The Vital Link	20
PBRs Make Their Mark	24

Departments

Today's Navy	28
Letters to the Editor	58
Navy Humor	63

Bulletin Board

Several Doors Open to Commissions	36
Deadline on Disability Insurance	38
Armed Forces Expeditionary Medal	39
Here's Your 1969 Pay Raise	41
Helpful Hints from Bureau of Customs	42
Billets Open for Vietnam Volunteers	43
Your State, Your Car, and You: Rules of the Road	44

Special Report

Table of State Car Laws for Servicemen	50
--	----

Taffrail Talk	64
---------------------	----

John A. Oudine, **Editor**
Associate Editors
G. Vern Blasdell, **News**
Don Addor, **Layout & Art**
Ann Hanabury, **Research**
Gerald Wolff, **Reserve**

• **FRONT COVER:** Pen-and-ink drawing by John C. Roach shows USS Providence (CLG 6) putting out to sea.

• **AT LEFT: DAWN PATROL** — Enlisted technicians of Naval Training Squadron VA 122 at NAS Lemoore, Calif., start the day off early as they make adjustments to tail assembly of a jet prior to the day's flight operations.

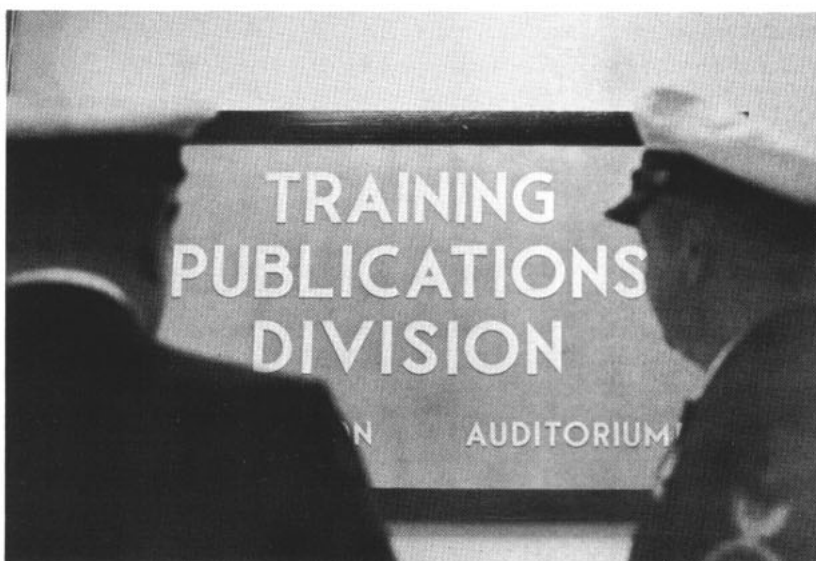
putting their skills on paper

CHIEF PETTY OFFICERS are occasionally called upon to prepare written reports on various technical subjects. Few, however, aspire to become professional writers. To be a professional writer, they claim, you must possess a special talent, an inborn literary quality.

The Navy doesn't agree, altogether.

True, talent helps. But, the Navy is of the opinion that almost any CPO who doesn't sit around the mess and become professionally stagnant, and who has the proper motivation and training, may become a writer. Not a Hemingway, perhaps, but a writer, nonetheless, with a background of on-the-job experience.

That's the key word: experience.



Photos clockwise from top left: (1) Training Publications Division is located at Washington, D.C. Navy Yard. (2) Albert Shively, Director, Electrical/Electronics Div., and GMCM Peter DeHart review source material. (3) Illustration of sonar equipment being planned by STCM Chester Poliskey and staff graphics illustrator, Mrs. Millie D. Leithmann. (4) SKC James Allen and SKCS Columbus Thomas, right, discuss format of rate training manual, and then confer (5) with education specialist John Fedorko.



When the Navy seeks a man to fill a writing billet it looks for an individual who has been around the Fleet, who knows his rating well, and who's familiar with the Navy in general. More specifically, it wants a man who recognizes the professional needs of the Navyman and is willing to attempt to meet those needs through the written word.

SUCH MEN, when found, are usually assigned to the little publicized Training Publications Division located at the Navy Yard, Washington, D. C. Here are published the Navy's rate training manuals (surface and subsurface), widely referred to as the "Blue Books," used by Navymen to learn a rating and to prepare themselves for advancement in rate.

The Division's military personnel roster, headed by a Navy captain and 13 officers, lists 11 E-9s, 15 E-8s, 27 E-7s and three 1st class petty officers. Together with 120 civilian education specialists, artists and graphic technicians, these Navymen assist in the writing, illustrating, editing and preparing for print Navy-oriented textbooks, correspondence courses and school curricula.

Of the civilians working at TPD, a great many are former servicemen, some of whom are retired Navy chiefs, all of whom provide a wealth of experience.

The chief is generally assigned to TPD with the title of Technical Advisor/Writer and is placed in one

of three major production departments: Training Publications, Correspondence Courses, or Curriculum.

NEWCOMERS are given plenty of free rein their first three months with the Division to become familiar with its layout and various functions. There are a few veterans sitting behind a desk for a second, or even third tour.

Among them are Master Chief Gunner's Mate Peter DeHart (who, by the way, was a nominee for the Master Chief Petty Officer of the Navy post — see *ALL HANDS*, April 1967), and Master Chief Sonar Technician Chester A. Poliskey. They were first assigned to the Division when it was referred to as the Training Publications Center, more years ago than either cares to remember. The point is, these men returned to TPD voluntarily for additional tours, not because they found the job a snap, rather because it "never lacks for a challenge," as DeHart puts it.

Poliskey agrees. And so does Chief Storekeeper James P. Allen even though when he received his orders to TPD, he had no idea *what* it was, let alone *where* it was. This is his first TPD tour.

Except for the training they received during four weeks of instructor and leadership schooling, a course which each chief must complete before qualifying for a TPD billet, these men had no formal training in the writing field. They rely mostly on experience.

This especially applies to Chief DeHart who has almost 30 years' service from which he draws knowledge to write material in the Curriculum Department's Ordnance Division.

Chief Poliskey relies often on his 24 years' naval experience when preparing copy for a Blue Book he's writing in the Training Publications Department.

On the other hand, Chief Allen, who writes training "items" (an item includes two parts, known in Navy training lingo as the "stem" and "response") in the Correspondence Course Department, might be looked upon as the youngster of the trio. He has 16 years in the Navy. Most of the chiefs at TPD have served 16 years. A few have less than 10 years' service.

WRITERS IN ALL three departments become experts in research. In the Curriculum Department, for example, writers in four divisions — Weapons, Electronics, Engineering and Naval Reserve — keep one-third of about 250 courses or course materials up to date. These courses are used in 45 schools and Naval Reserve Training Centers across the nation. In certain cases, overseas.

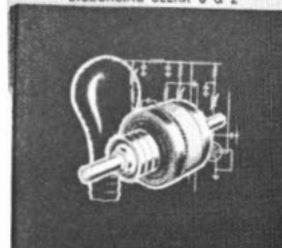
At his desk in the Weapons Division, Chief DeHart recently applied his experience in naval weaponry to prepare a curriculum for a gunnery school course dealing with a modification to gun mount operation. He had to rewrite the manufacturer's guidebook, written on an engineer's level, into a language easy for the GMSN to understand.

One of his latest undertakings is preparing the curriculum for the Class B Gunner's Mate School, Great Lakes. After studying the outline prepared by the school on subjects to be taught, Chief DeHart and his civilian writer counterpart began their research for all





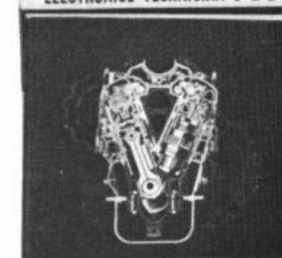
DISBURSING CLERK 3 & 2



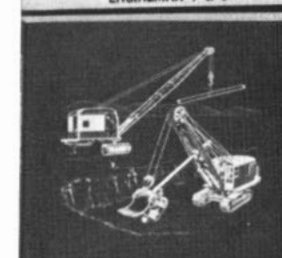
ELECTRICIAN'S MATE 1 & C



ELECTRONICS TECHNICIAN 3 & 2



ENGINEMAN 1 & C



EQUIPMENT OPERATOR 3 & 2

BUREAU OF NAVAL PERSONNEL
NAVY TRAINING COURSE NAVPERS 10000-2



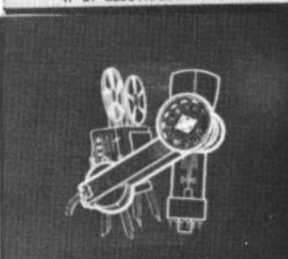
HOSPITALMAN



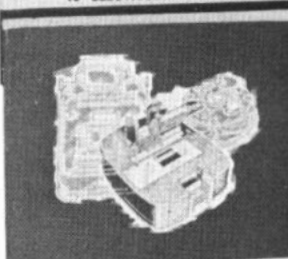
HOSPITAL CORPSMAN 1 & C



I. C. ELECTRICIAN 1 & C



IC ELECTRICIAN 3 & 2



INSTRUMENTMAN 1 & C

BUREAU OF NAVAL PERSONNEL
NAVY TRAINING COURSE NAVPERS 10000-2

the necessary material. For each course of instruction, they prepare an instructor's outline together with guidelines for both instructor and trainee telling how the course will be conducted. To a substantial extent, the schools' curricula mentioned here are written by the TPD writers. Often the schools concerned provide rough drafts.

TAKE out the old stuff and put in the new just about sums up the function of the Training Publications Department, locally (and fondly) referred to as the "Blue Book Factory."

Here, military and civilian writers work hand-in-hand to keep about 175 manuals in line with the technological advances of the Navy.

The basic publications are the Navy Rate Training Manuals (Blue Books) used by Navymen for advancement in rate. The updating and rewriting of these courses usually occurs every three to four years, depending on the extent and scope of changes to the *Qualifications Manual* (NavPers 18068B). About one-third of the manuals are at some stage of revision or production at any time.

BY THE TIME Chief Poliskey finishes his current tour with TPD, the Sonarman 3 & 2 manual he helped write will be ready for further revision. He is presently revising the ST 1 & C book.

Before the ST 3 & 2 manual was even on the drawing board, letters were sent to various field activities, including the sonar schools in San Diego and Key West, and the Naval Examining Center, asking that ideas or comments about the proposed revision be submitted. This is a standard procedure practiced by TPD whenever preparing to rewrite standard manuals.

When the comments and recommendations were received, a planning conference was held and the outline gone over to determine exactly what material was to be rewritten. Reference material on nearly every sonar subject was available to Chief Poliskey in the TPD Library. When a fact needed further research outside TPD he either visited the source in person or simply picked up the phone, perhaps a writer's most valuable asset, after his pencil, of course.

As each chapter was developed it was reviewed by a senior technical advisor, then by a civilian editor who checked it for style and accuracy. Corrections were then gone over together by the editor and chief to insure no facts were distorted.

FROM THIS POINT, the chapter was reviewed by the division officer concerned — in this case, the Operations Division — and once more by the senior technical advisor, always with the idea that accuracy of fact is of the utmost importance. Anyone else within TPD who might have had knowledge of or interest in the sonar revision then reviewed the material before it was sent for clearance to outside sources, such as the ST schools and certain other government offices and agencies.

When the material was returned to TPD, Chief Poliskey, as the writer, incorporated the changes into



a master copy and resubmitted it to the editor for a final check before it was typed into a smooth and forwarded to the Chief of the Bureau of Naval Personnel for final approval.

For each chapter, it takes about two months for this cycle to be completed: one month devoted to research and writing, one month spent in the clearing process. One thing's for sure. It's a job no one is going to finish overnight.

As each Blue Book chapter is written, copies are sent to the Correspondence Course Department where writers such as Chief Allen prepare multiple-choice, true and false, and association questions and answers that will accompany the text.

The CC Department is made up of two divisions—Engineering and Operations—in which about 200 correspondence courses are prepared on a continual basis to keep abreast of the Blue Book production rate, which must satisfy the approximately 750,000 military enrollments in the correspondence courses prepared at TPD.

AS A RULE, a course is written for each Blue Book. Courses are also written for officer study materials prepared in TPD and elsewhere. The number of assignments per course varies. However, each assignment consists of approximately 75 questions and answers—rather, “items.”

The course writer can expect to work about nine months on each course and have an average of three courses on his desk all the time.

Items prepared for the course must be as fresh as, if not more fresh than, the course itself. There have been occasions when facts already cleared for printing

in the Blue Book become obsolete while the course was being prepared. The course writer must keep alert for these changes and insert notations of the correct information in the course for the student's benefit.

When each course assignment is completed by the writer, it is reviewed by the writer of the Blue Book as a check to see if the assignment covers the chapter adequately. The primary aim is for the student to gain as much as possible from the items presented.

BACK IN THE course department, the material is screened by an internal reviewer, usually an educational specialist, who checks the assignment for correct terminology, grammar, spelling and content. Vagueness must be avoided. The student must never be left guessing.

After being channeled through the normal TPD review system, each assignment is forwarded to the Navy Correspondence Course Center in Scotia, N. Y., where a reviewer familiar with the technicalities of the subject matter makes a study of the assignment, commenting as necessary as to whether or not sufficient coverage of the chapter has been made.

Chapter by chapter, assignment by assignment, this procedure continues until the entire course is written, reviewed and smooth-typed for publication. It's an exacting job, requiring dedication.

Today's Navy is operated by the book. But the book must first be written and understood. And it must be written by men in the know, from the ranks of the Navy Petty Officers.

—JOC Marc Whetstone, USN
Photos by PH1 Joe Lahouchuc, USN

Help keep your rating abreast of the latest advancements in naval technology. Become a member of the Navy Training Publications staff.

To qualify you must:

- Have broad experience and technical knowledge in the duties of your rating.

- Be able to perform independent research regarding new equipment and procedures in order to be technically accurate and up to date in your knowledge of the technical requirements of your rating.

- Have above average interest in Navy training.

- Have sufficient obligated service to complete a normal tour of instructor duty, anywhere from 30 months to four years.

- Possess the ability to lead men.

- Be able to speak clearly and demonstrate an ability to work with others.

- Be able to evaluate training materials, exercise sound judgment, and attain specific goals.

- Be military in conduct and bearing, with a mark no lower than 3.4 on the last three performance evaluations.

- Be graduated from the Class C-1 Instructor course and Class L Leadership course within the past five years, or be prepared to attend these courses before reporting to the Training Publications Division (these qualifications basically apply to individuals wishing to request a writing billet at the Navy Training Publications Center in Memphis, Tenn., where the “Green Books” are written for aviation ratings).

Ask your career counselor or educational services officer to assist you in submitting your request. Refer to the requirements stated in Article 5.12d of the *Enlisted Transfer Manual* (NavPers 15909).

Firefighters In Training

ASHORE &

THE fog foam trucks, the aircraft, and the aluminized protective clothing are real.

And the fire is real, too.

That's what students work with at Class C Aviation Crash Crew-

man School at the Memphis Air Technical Training Center.

Realistic training is a necessity for crash crewmen. They must know all the procedures of firefighting and rescue and follow them

perfectly in the middle of a raging fire. You can't learn that sitting in a classroom.

"We don't worry about speed," says one of the instructors. "Here we teach sequence. When students do automatically everything that we teach, without having to think about it, speed will come."

—Airman Apprentice Mark Meyer, USN.



Instructor directs aluminized protective clothing-clad student as he fights a practice fire at Class C Aviation Crash Crewman School, Memphis Air Technical Training Center.



Photos clockwise from left: (1) A foam-covered firefighter steps lively after the fire has been extinguished. (2) Student mans a foam turret nozzle during test under fire. (3) After the fire, a time for reflecting and checking for reflash. (4) Visors up, the instructor speaks.



AFLOAT

FIRE PREVENTION aboard ship is pursued as aggressively in the yards as it is underway. The carrier USS *Intrepid* (CVS 11), in drydock at Philadelphia for overhaul after three tours off Vietnam, shows how and why this is so.

"We actually may have more acute fire hazards in the yards than at sea, even though we do not have the ordnance, fuel and aircraft which compound the hazards on a cruise."

Chief Warrant Officer J. A. Gregory, *Intrepid's* Fire Marshal, continued:

"Voids are a special problem, and smoking and rubbish accumulation are of great concern.

"What we have is the proverbial fish out of water."

Evidence of this takes the form of support lines and hoses which run from the pier throughout the carrier's passageways. These exemplify the limits of damage control in drydock.

"When we're deployed, we have 14 pumps which can provide water, but in the yards our fire parties are handicapped with a limited water supply from mains on the pier."

Yardwork poses another problem. A cut-up, opened ship makes it difficult to isolate fires, and the support lines running through the ship restrict accessibility.

To protect the ship, Fire Marshal Gregory runs a damage control program which employs many of the techniques used at sea, but, because of the dangers and limitations peculiar to the yards, many differences are evident.

AT ANY GIVEN MOMENT, approximately 200 *Intrepid* Navymen are actively engaged in fire prevention. This represents nearly 10 per cent of the current ship's company—and indicates the high priority the Navy has placed on damage control.

A 40-man in-port fire party is constantly on call to fight any fire which may be discovered by a roving damage control party. A duty "scene leader" and duty damage control officer are instantly available in the engineering log room.

A special 133-man division has been formed specifically to provide firewatches whenever "hot work" such



as welding or cutting is performed. The men transferred to the Firewatch Division from other ship divisions will pull the duty as long as the carrier is in the yards.

The firewatch duties have been aptly described as full time, because the watches are stood whenever yardworkers are on board. This means from 0800 to midnight, seven days a week. Later in the overhaul, the firewatch requirements will be greater, possibly to include 24-hour shifts.

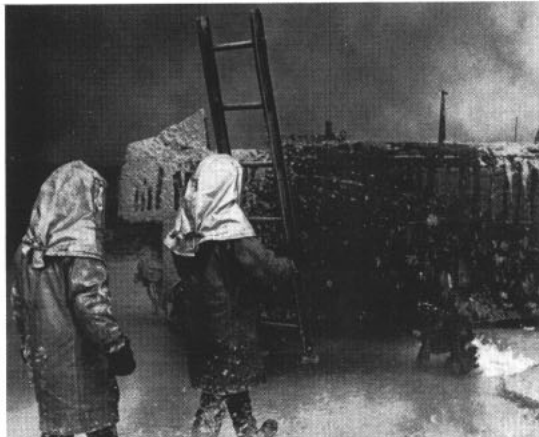
HARD HATS, protective goggles and CO2 bottles distinguish the firewatch personnel. As many as three of these men may be assigned to a particularly hazardous job, such as when workers cut through the ship's hull. If sparks or heat from arc welders or acetylene torches start a fire, the firewatch is on the spot to extinguish it.

However, and not surprisingly, the primary purpose of the Fire Marshal's organization is not firefighting. It is fire prevention, which is the coordinated effort of *Intrepid* and the shipyard fire department.

A divisional Damage Control Petty Officer program provides indoctrination and training for division representatives. The DCPO then relays damage control themes and techniques through division training lectures, thereby making fire prevention an all hands responsibility.

The Fire Marshal and his assistants make periodic checks of all firefighting equipment to insure that it is in good working condition, and inspectors from the shipyard fire department tour the carrier daily and check for potential fire hazards.

—Journalist 3rd Class Pete Cross, USN.



Students walk through a flame-smothering foam blanket during a practice rescue training session.



NRS

always on

An anchor to windward—a friend in need—helping hands — these terms refer to an organization of volunteers, seven thousand strong, who are ready in an emergency to aid Navymen, Marines and their families. You know this widespread activity as the Navy Relief Society. It has been in existence since the turn of the century, ready to turn to, at a moment's notice, in local crises, family difficulties, national emergencies.

But do you know the extent of its services, how it operates, and how it can help you? Or how you (or your wife) can participate in its work? Here's a report that tells the who, how and why of YOUR organization, the NRS.

The Navy Relief Society works in many ways, one of which is to grant loans to Navymen. Here a volunteer Navy wife interviews a loan applicant. Below: Students attending a Navy Relief Society training course at the Naval Postgraduate School pause for a coffee break.



WHEN A NAVYMAN OR A MARINE is faced with an emergency that may require outside help, one of the first organizations he thinks of is the Navy Relief Society. It has that kind of reputation.

It can't take care of all your problems. It won't make your chief more sympathetic to your special liberty request, or unfreeze your rate so you can advance, or make your girl notice you more.

But there are more ways it can help you and your family than you may realize. And not all involve money.

You know, of course, that the Navy Relief Society loans—or often gives—money to help tide a man and his family over emergencies and hardships. But you may not have known that, in cases of need, it also provides:

- Educational loans for dependents to attend college.
- Help to keep orphans of Navymen and Marines in elementary or high school.
- Money for vocational training to help Navy and Marine Corps widows to become self-supporting.

S

the ready

- Income supplements for elderly widows of servicemen.
- Layettes for new mothers.
- Visiting nurse service for expectant mothers, new mothers, and convalescents.
- Nurseries where mothers can leave children while shopping at the commissary or going to the doctor on base.
- Wives' organizations that can help with transportation, care of children when the mother is sick, visits to hospital patients, and many other services.
- Thrift shops where good used clothing and household items can be bought at minimal prices—or given, in case of great need.
- Cooperation with community agencies in providing help for crippled, handicapped, retarded, or mentally or emotionally disturbed children.
- Budget counseling and financial information if you're having trouble making ends meet.
- A sympathetic ear for your problems. Sometimes this can be the most valuable service of all.

FOR 65 years, Navy Relief has been "the anchor to windward" for the men of the sea services and their families. It's a great friend in need.

But it's not a charity. Its funds come from contributions by Navymen and Marines like you. The organization is dedicated to helping people help themselves.

Its policy is to make loans or grants only for a real need, and only when you can't take care of the problem with your own resources.

But if those conditions exist, Navy Relief will make a loan—always interest-free—or, in certain cases, an outright grant.

Who's eligible for help?

—Active duty (Regular or Reserve) Navy and Marine Corps personnel: married or unmarried, enlisted or officers.

—Fleet Reserve and retired members.



Volunteer Navy Relief workers donate their time, above and below, to teaching nursery toddlers a game and reading a story.

The door is always open to Navymen who need support from a Navy Relief Society Auxiliary.





Another important role of Navy Relief volunteer nurses is to counsel and advise the elderly.



Above left: Navy Relief volunteers teach, and sometimes are taught, at Naval Station nurseries. Above right: Navy Relief nurse Mary Hatfield runs training program on baby care. At left: Proper training is an important prerequisite for a volunteer. Below: A Navy Relief volunteer takes some of the administrative load off doctors and nurses at the Great Lakes Naval Hospital by logging in patients.



—Members of the Coast Guard, when serving with the Navy in wartime.

—Dependents of all the above members, whether the serviceman is living or deceased.

IF YOU'RE ELIGIBLE, here are some typical situations for which you may get a loan or grant:

- Delay or nonreceipt of pay or allotments, when the missing money is needed for basic maintenance—food, shelter, necessary transportation, and the like.

- Necessary travel in case of illness or death in the family, or transportation for the widow of a serviceman to return home to her family.

- Funeral expenses (within reasonable limits).

- Vocational training, when needed to make a living.

- Special care or training for handicapped children.

- Keeping orphans in elementary or high school.

- Necessary medical or dental service not covered by military benefits.

NRS Won Its Kickoff

IT ALL STARTED 65 years ago.

A group of Navy and Marine Corps officers, their wives, and interested civilians got together and decided to do something about the hardships of widows and orphans of men of the sea services.

They made their concern into something tangible: the Navy Relief Society, with the initial purpose of "aiding indigent widows and orphans of personnel of the United States Navy and Marine Corps."

The immediate impetus for organizing the Society was a doctor's suggestion that the proceeds of the 1903 Army-Navy football game—\$18,000—be divided equally between the two services for the relief of families of deceased servicemen.

For many years the major source of the Society's income was its share of the receipts of the annual game. In fact, Admiral George Dewey, who was a founder and early president of the Society, stated in 1910 that the cancellation of the previous year's game had deprived Navy Relief of about \$7000.

The need for the Society was demonstrated in one of its first acts, only weeks after incorporation: distributing \$1695 to the families of Navymen who died in the sinking of the *Maine* in Havana Harbor.

That might not sound like much, but money was worth more in those days. A typical letter from a widow to the Society in the early years said:

"I work hard all the time to take care of myself and five children. But were it not for the help the Navy Relief Society gives me, I am sure I could not make both ends meet in any way, as I have only my small pension to depend on."

The amount of aid she was so grateful for? Ten dollars a month.

- Special income supplements for widows and dependent mothers over 65.

These are, of course, only a few examples. Navy Relief lends or gives money to help with any real hardship that you can't meet otherwise. It looks for ways to meet any problem—and would rather err on the liberal side.

But that doesn't mean it's a money tree. Its loans and grants are for necessities, not conveniences. Navy Relief *cannot* lend money for such purposes as:

- To help you keep up a standard of living beyond your means.

- To finance business ventures, to buy a house, or to make similar permanent investments.

- To finance vacations, leave or liberty (except in emergencies such as critical illness or death in your immediate family).

- To pay debts you incurred before you entered the service.

- To pay taxes, interest, or mortgages.

- To buy nonessentials such as cars or TV sets. (However, if your car is essential to your or your family's well-being, help with some car expenses is available.)

- To pay fines or bail.

- To finance marriage, divorce or adoptions (except in rare and critical situations).

- To provide regular income supplements for people under 65.

Navy Relief is there to help you meet your obligations in times of need—but not to relieve you of your responsibility to provide for yourself and your family as fully as you can.

HERE ARE A FEW cases from Navy Relief files, to illustrate what the Society can do when a Navy or Marine family needs help.

An inexperienced clerk made out an ID card for

After A Football Game

AS THE NAVY GREW, the Society's needs for money increased; so new ways were found to provide it. The first members had contributed \$25 to join and an annual amount thereafter. Now Navymen themselves became more active in the various fund-raising projects.

Bases and ships held carnivals for Navy Relief. The public was charged admission to tour ships and to see exhibitions of drills. The proceeds from band concerts, dances, and other entertainments also went to the Society.

Then as now, all money contributed by servicemen was used strictly for direct help to Navy and Marine Corps men and their families. A reserve fund, based on a nationwide civilian fund drive in 1942, is invested, and its income is used to pay administrative expenses. But contributions all go back to servicemen and their families.

Navy Relief Society has always been ready in emergencies. It was standing by to help in 1923 when disaster struck. Eleven destroyers were wrecked in fog and storm off California. The Society learned the financial condition of the families of men who had died, and gave them the help which was desperately needed.

Help was still ready 40 years later, when the submarine *Thresher* was lost with all hands. Navy Relief did not have to give extensive financial aid to *Thresher* families, because help from BuPers and the Veterans Administration came fast. But its representatives put in long hours in the sad work of contacting relatives and helping where needed.

Navy Relief is still ready, whether the emergency involves scores of families—or yours.



Mrs. Higginson was first president of Navy Relief Society.



Admiral Dewey was second NRS president and first naval officer to hold that position.

Navy Relief Society was on the scene offering emergency funds to dependent evacuees from Cuba.





Navy Relief - sponsored Thrift Shops provide uniforms and other clothing at low prices.

a serviceman's dependent mother, incorrectly stating that she was eligible for civilian medical care at government expense. She had major medical work done, then discovered that the government agency was not authorized to pay the bill. Navy Relief did.

A Marine was on the way to his new duty station when his car's engine burnt out. The Society loaned him enough to install a rebuilt engine.

A Navyman's daughter was crippled at birth with

cerebral palsy. With surgery, she might recover and have a normal life; without it, she could be condemned to a lifetime of invalidism. The surgeon was sympathetic, and cut his bill in half; but the father still couldn't afford it. Navy Relief made two grants to pay for the operations. (Under new regulations, assistance in such cases is now available from CHAMPUS. However, Navy Relief often helps with the serviceman's share of the bills.)

Three of a retired Navyman's children needed extensive dental work. The bill was far more than he could pay. Navy Relief made grants amounting to several thousand dollars—and counseled the family to help them live within their income. (The Society provides a great deal of help for necessary dental work in cases like this.)

Several years ago, a serviceman was killed in a plane crash, leaving a widow and two children. The widow worked part-time and finished three years of college. Then she applied to Navy Relief for help to finish the last year, stating that she had a promise of a job after graduation and could repay a loan. Impressed with her efforts, Navy Relief paid her tuition as a grant, not a loan. (Recent legislation now provides government funds for such necessary schooling.)

The widow of a Navyman died. Relatives took her three children in, but couldn't keep up with the extra expenses. Navy Relief gave them a continuing grant to help care for the children until they were old enough to make their own way.

A girl born deaf was given lessons at a speech

In a Nutshell, This Is Navy Relief Society's Mission

It's easy to get confused about the Navy Relief Society—to mistake it for other agencies, official or unofficial. To help you get a clearer picture, here are some things Navy Relief is and isn't.

It IS an organization dedicated to helping all members of the Navy and Marine Corps—active duty (Regular or Reserve) and retired—and their dependents or survivors.

It IS a source of ready cash—either as a loan or as a grant—for any real emergency that you can't handle yourself.

It IS a source of many nonfinancial services, as listed in the accompanying article.

It IS strictly voluntary. Nobody will force you to contribute to it. Its workers are volunteers, Navy and Marine Corps wives.

It IS one of the most truly nonprofit organizations anywhere. Every cent contributed by servicemen goes directly to help other servicemen and their families. All administrative expenses are met with the income from Navy Relief investments.

It IS a self-help organization. Its principle is to help people who are willing to help themselves, giving or loaning only enough to close the gap be-

tween what a serviceman *can* do and what he *needs* to do.

But on the other hand—

It IS NOT a credit union. You don't have to join anything to get a loan. But there's another difference, too. Navy Relief loans and grants are given only for emergencies and hardships. Don't go to it to get money for a new TV set.

It IS NOT a loan company. All loans are interest-free.

It IS NOT a charity. Navy Relief is simply an extension of the neighborly spirit in which Navy and Marine families will help out when someone's having trouble. No one will make you take a grant if you'd prefer a loan.

It IS NOT official. You go directly to the Society, not through your chain of command.

And finally, it IS NOT a crutch to relieve you of your responsibilities.

If you've done all you can to provide for your necessities, but still come out short, call on Navy Relief. But don't expect a free ride.

The aim is to provide help so an individual can help himself.

7000 Volunteers Keep NRS on the Go

Who runs the Navy Relief Society and its auxiliaries?

People like your wife. Specifically, 7000 Navy and Marine Corps wives volunteer to spend about a half-day a week helping people like your shipmates—or perhaps, even yourself.

Several active senior naval officers are members of the Navy Relief Society board of managers—including the Chief of Naval Operations, who serves as chairman. However, the Society itself is not part of the Navy, and does not have officers or enlisted personnel assigned to duty with it. In other words, it relies on those 7000 volunteers who are wives (or daughters) of service personnel, officers and enlisted. In addition, the Society has approximately 150 paid workers (social workers, nurses, clerical personnel) and some nursery attendants spread among its 114 offices. All the other workers—interviewers, nursery attendants, thrift shop clerks, and the rest—

offer their services as a contribution to the Navy-Marine Corps community.

Your wife (or some other Navy sponsor) can help NRS now, if she isn't doing so already. If she's willing to give a few hours a week to serve other Navy or Marine families, she may call the Chairman of Volunteer Women at your local auxiliary.

The Navy Relief Society provides instruction in office procedures; no experience is necessary. And if there's a Navy Relief nursery on base, a volunteer won't have to worry about what to do with the children while she's working at the auxiliary.

After completing a certain number of hours, volunteers receive recognition in the form of a pin. It may not be worth much monetarily, but the real reward of Navy Relief Society service is the satisfaction of knowing that you've lent a helping hand when it was needed.

and hearing center at Navy Relief expense. Later, the Society bought her a hearing aid.

A Marine on leave was beaten and robbed. Navy Relief arranged for medical treatment and paid his fare back to his duty station.

While a Navyman was stationed in Europe, his wife died in the States. Navy Relief took care of the children, made funeral arrangements, and helped the man with the costs of transportation home, funeral expenses, and setting up new arrangements for his family.

If you don't want charity, Navy Relief won't force you to accept a grant. A retired Navyman whose wife was seriously ill accepted money from the Society to help take care of their three children—but only as a loan. He paid it back.

A service family lost nearly all their belongings in a fire. Navy Relief made a grant to help. The wife later said:

"They didn't make us feel like relief victims (even though we were); they did everything to make it easier and make us comfortable. I'm not good with words, but what I'm trying to say is they left us our pride."

IN ADDITION TO the loans, grants and other services, Navy Relief has recently begun a new program: an educational fund. It loans up to \$1000 a year (the amount depending on individual need) to help children of active or retired sea service members to attend college, vocational school, or prep school for a military academy. As in all Navy Relief programs, parents and children are expected to pay as much of the bills as they can. (No educational grants of this type are given, except in case of death of the student.)

What's the catch?

There isn't any. Navy Relief is an unofficial, voluntary organization, whose stated policies are made flexible to fill any real need. You don't have to pay any interest or service charges on loans. You don't even have to contribute to the annual fund drive.

But if you do contribute, you'll have the satisfaction of knowing that every cent is going to help some Navyman or Marine who needs it.

And some day, that man could be you.

—JO2 Frank Silvey, USN

Here's how you can get in touch with Navy Relief:

If you're near any of the Society's 53 auxiliaries or 61 branches, go to the office in person.

If you're in any of the 13 states of the Ninth Naval District and are not near an auxiliary or branch, apply to your local Red Cross chapter, or contact the Navy Relief Auxiliary, Naval Training Center, Great Lakes, Ill. 60088. States in the district are Colorado, Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, Wisconsin and Wyoming.

In other parts of the country, if you aren't close to an auxiliary or branch, apply through your local Red Cross, or directly to Headquarters, Navy Relief Society, 1030 Munitions Building, Washington, D. C. 20360. Headquarters phone is Area Code 202, OXford 6-4398 or OX 6-3779.

If you're on board a ship at sea or an isolated base, your chaplain or commanding officer can help you get in touch with Navy Relief.

Or if none of the above means is available, you can go to the relief societies of the Army, Air Force, or Coast Guard. By reciprocal agreement with Navy Relief, these organizations can provide assistance to Navymen and Marines.

SHAGGY DOGS and OTHER TALES



BOATSWAIN'S MATE 3rd Class John L. Snyder had walked along the pier at Long Beach Naval Station many times. No reason to expect anything unusual this time. He was in for a surprise.

Maybe it was a slick of oil on the old wood that did it. Perhaps there was a loose plank, and he tripped. Whatever it was, Snyder found himself suddenly hurtling toward the drink.

Normally, this dockside faux pas would merely have been embarrassing. Since he is a more than adequate swimmer, Snyder would have quickly found a ladder, hauled himself up again, and only his pride would have been the worse for the dunking.

But his head hit a piling, and he was knocked unconscious. This was unfortunate, to say the least, for nobody had seen his untimely dip. Nobody, that is, except Inu, the station mascot.

Inu, it should be known, was normally a quiet, well-behaved dog, not taken to barking unnecessarily.

But Inu saw Snyder's plight and, supposedly, decided that if ever a yelp was necessary, now was the time. He set up such a clamor, that no one who was within earshot could ignore it. Soon, help had ar-

rived, and Snyder was pulled from the water in short order. Inu, with his incessant and out-of-character yelping, had saved the day.

In the process, he had demonstrated that some Navy mascots, more than providing a pleasant diversion for Navymen, can also be counted on to perform admirably when the chips are down.

OVER THE YEARS, Navy mascots have boosted morale at numerous shore stations, in squadrons, and in some cases even aboard ships. Birds, dogs, cats, and other animals as pets and mascots range 'way back in naval history. Many old cartoons and drawings show a pegleg sailor with a parrot on his shoulder.

It is known that *uss Constitution*, back in 1840, had a dog named Dick aboard. He was the favorite of Old Ironsides' foretopmen, and whenever an evolution such as reefing topsails was underway, he would scamper about under the feet of the tars, adding his happy bark to the general noise and confusion.

When he was lost overboard, for months afterward fantail discussions centered around his loss.

Invariably, when an animal attaches himself to a ship or station's crew, he goes Navy, all the way. Most are fitted out by helpful fun-seekers with I. D. cards, service records, and even pay records.

A MONKEY called Pete, who was once mascot of *LCU 1481*, was so Navy-oriented that he was only friendly to persons who showed up in the uniform of the day. He would have nothing to do with those in civilian clothes. When he came upon a yardman working in the ship's magazine, he mistook him for a trespasser, and let out a scream that was heard from one end of the ship to the other.

Pete also changed his eating habits when he signed up with the Navy. He wouldn't touch bananas, instead sampled all of the shipboard delicacies he could find, including shoe polish, soap, shaving cream, and paint. He discovered, however, that paint has a disastrous effect on simian digestion.

Entering the Navy world with too much enthusiasm can backfire, as Itchy, a dog of uncertain pedigree which trod the decks of *uss Opportune* (ARS 41) for a couple of years, came to learn.

Itchy had really gone Navy. His service record stated that he was a coxswain, USN, and he wore a modified dress uniform to inspections. Page two of his service record included the question "Do you plan to make the Navy a career?" "Yes, I plan to spend my life in the Navy," Itchy had answered dogmatically.

Then one day, while the ship was visiting in Guantanamo Bay, Cuba, Itchy heard the call of the wild, or something. Result? Five days AWOL.

No exception to the Navy rule, Itchy was given a deck court-martial by the skipper. It was a grim day

when the crew was called out to quarters to hear Itchy's sentence.

The skipper told all present that Itchy was to be reduced in grade, and that he would lose five bones a month for six months.

Itchy, like any other sea dog, had found that going AWOL was definitely barking up the wrong tree.

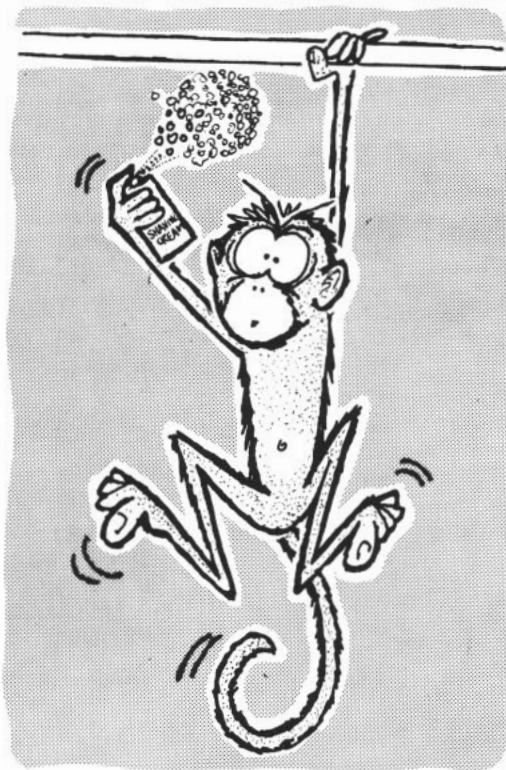
SOME MASCOTS are not too keen on combat. One dog who padded about on cold paws was Sailor, who was mascot aboard *uss Current* (ARS 22) during the Korean conflict.

When the shooting started one day off the coast of North Korea, Sailor made his usual dash for a place to hide. In his frantic circuit of the main deck he found all the hatches leading below closed. Spotting a small boat pulling away from the gangway, he raced to the rail, and in one tremendous leap, abandoned ship. But he missed, and landed in the ocean.

Sailor was next heard of aboard a British ship, *HMS Crane*, which reported that the canine was safe aboard, but somewhat shaken up.

The grinning British crew returned Sailor to his ship, after fitting him out with papers describing him as a one-dog draft returning to his ship after temporary duty aboard Her Majesty's frigate *Crane*.

NOT ALL MASCOTS, it should be noted, are as bashful about combat situations as Sailor was. During



World War II, a monkey named Chief was mascot aboard LST 267. He loved combat.

Chief had his own battle station, and whenever GQ sounded, he would run like mad to his post, don a specially-made battle helmet, and sit on the edge of a gun tub, chattering away throughout the action.

Unfortunately, Chief's relationship with the Navy was shortlived. Though many of the crew found the monkey entertaining and companionable, others were less than fond of him, not particularly taken with his monkey business.

One day, Chief failed to make morning muster, and it was generally believed that some crewmember had decided that Chief's monkeyshines were no longer welcome aboard.

Some Navy mascots have, through the years, become accustomed to rubbing elbows (or whatever the animal equivalent is) with some highly important people.

The dog Vicky, for instance, became widely known because of his friendship with President Roosevelt—with whom he shared a cabin when the President crossed the Atlantic in *uss Iowa* (BB 61) for the Tehran Conference.

A husky named Rickey became moderately famous when he participated in three Antarctica expeditions in company with Rear Admiral Richard E. Byrd. Later, he joined Admiral Byrd on his lecture tours, telling audiences across the nation about life at the South Pole. Admiral Byrd did most of the talking, of course.

ALMOST WITHOUT EXCEPTION, mascots come in ones. Very seldom will you find a ship or station with

two or more animals aboard having a mascot's rights and benefits.

The reason for this is obvious. Once a dog, cat, or kangaroo has established squatter's rights, and has begun enjoying the distinction, attention, petting, and such other emoluments as descend to mascots, he is reluctant to allow another animal to horn in on his territory.

It's understandable, then, how a dog called Schenley must have felt. Schenley, a blend, was station mascot at NAS Jacksonville awhile back. Things had been going great; Schenley's spirits were high.

Then Fubar, the duck, waddled onto the scene.

Fubar, whose name we are not about to decipher for you, was an old hand at scene-stealing, an adroit publicity-purloiner. She waded into NAS Jax's life, and everyone forgot Schenley. Fubar's amours, when an unattached drake showed up some weeks later, became station gossip.

Schenley could not put up with this kind of thing for long.

It is not clear how, or under what circumstances, but Fubar was among the missing a short time later. It can only be surmised what sort of untimely end to which Fubar came, but it is hoped that she was not beyond all recognition.

Mascots sometimes become so familiar, so universally recognized as such, that they become traditions in themselves. Such is the case with Bill the goat, the Naval Academy mascot, and ardent rooter at Navy football games.

THE TRADITION of the Navy goat was born, it is believed, on the day of the first football game between Navy and Army in 1890.

It seems that a group of naval officers were on their way from the railroad station at West Point to the playing field on the day of the big game. They decided that since so few Navy supporters were going to be on hand at the Army stronghold, the Navy team needed a mascot.

Two of the officers, so the story goes, spotted a young goat grazing along the roadway and decided that it would be the mascot.

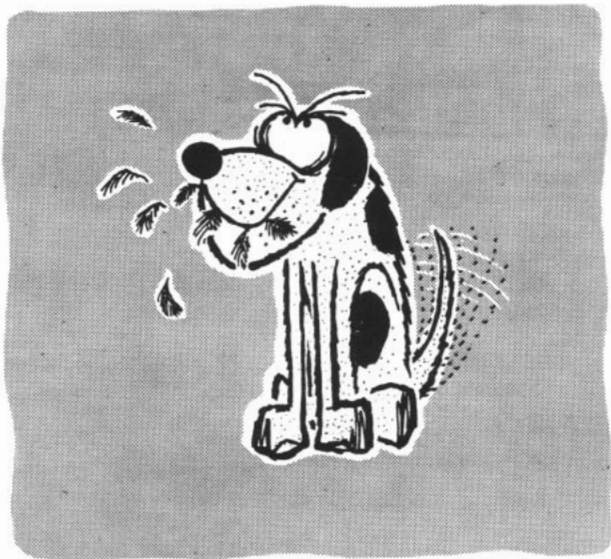
They found the goat's owner at a nearby farmhouse, and after some dickering, purchased the animal for \$1.00.

As it turned out, Navy trampled the Army squad 24 to 0, and the goat and his successors have been the official mascots of the Naval Academy ever since.

For many years a horse named Dexter was the official mascot at the Naval Home in Philadelphia. He was one of a kind.

Dexter gave 34 years of service to his country, 11 with the Army, and 23 with the Navy. As a young colt, he pulled caissons with a field artillery unit, then was transferred to the Naval Home in 1945.





He held official status as a cart-puller there until 1966, when he was retired and became a mascot exclusively. More than anything else, Dexter was a pal to the Home's residents, and when he died last year some 400 people attended his funeral. The old salts stood at attention while Taps was played for Dexter. They had lost an old friend.

THE ACQUISITION of a Navy mascot is usually under commonplace circumstances. A Navyman visits Sydney and comes bouncing aboard with a kangaroo; a stray dog attaches himself to a group of liberty hounds and follows them back to the ship. All very ordinary.

Not so with Sam, once the mascot of *uss Wrangell*, (AE 12). Sam almost died, waiting for his ship to come along. Here's how it happened:

The ammo ship was steaming in the Med when one of her lookouts spotted a fishing vessel floundering helplessly in heavy seas with a distress signal fluttering from its mainmast. A five-man detail left the ship in a small boat to investigate.

On the stricken vessel's barren deck, the men of *Wrangell* found no sign of life—at first. Near one of the cabins lay a dead man. By his side was a dog—half-starved, but still alive.

EXAMINATION revealed that the corpse had been dead for about 10 days, but the cause of death could not be determined. Whether or not other crewmembers had served on the ghost ship also was unknown.

The vessel was taken in tow, but because of quarantine regulations, neither the corpse nor the dog could be removed.

Leaving behind a good supply of food and water for the dog, the men of *Wrangell* took the derelict in tow and began slowly making their way toward the nearest port. The ghost ship, however, was destined never to see land again. It soon began to take on water, and suddenly it sank.

The dog, however, seemed to have a charmed life. As the fishing boat went down, personnel of *Wrangell* sighted the pooch struggling in the rough seas.

He had waited a long time for somebody to come along. And he sure was putting up a fight to stay alive. *Wrangell's* skipper decided he just couldn't let him drown. The ship cruised the area for about an hour until the heavy seas subsided, then put a boat over the side and rescued him. The crew adopted the dog, and Sam, as they named him, became *Wrangell's* mascot.

PERHAPS the most memorable of all Navy mascots, though, was Black Dog, for many years the favorite of the lighter-than-air squadron, ZP-2.

Although many of Black Dog's exploits while he was with LTA are legendary, one event stands out



as the most spectacular of his—or any Navy mascot's—career.

During his life with ZP-2, Black Dog had become an expert ground handler. Ground handlers, as you probably know, were the men who used to tend the lines of an airship during landings and takeoffs. In many cases they would pull a blimp right out of the sky. Black Dog loved this, and was always the first to grab the bitter end of the line and the last to let go of it.

Late one night while the squadron was based at NAS Glynco, Ga., the squadron received orders to deploy out of the path of an approaching hurricane. One by one the airships took off and headed away to their deployment area.

In one of the ships, a pilot just happened to be using a spotlight in the cockpit to shine on the ground below. It was about three-quarters of an hour after takeoff. The pilot noticed a line dangling straight down, as if something were attached to it.

He aimed the spotlight on the nose of the ship and followed the line down to its end. There was Black Dog, hanging head down from the end of the line, with it wrapped completely around one of his hind legs.

A message was sent back to the base reporting the dog's predicament, along with a request to return to base in order to save him.

THE COMMANDER of the squadron, after weighing the situation carefully and considering the anxious men in the squadron, allowed the airship to return to drop Black Dog. They made a low pass over the field while a truck with men standing in the rear chased the ship's dangling line and grabbed the dog.

When Black Dog was released he had been airborne for an hour and 17 minutes. The pads on his free paws had been worn to the bone where he had scraped them on the gravel during the takeoff.

He was still alive, but just barely.

Black Dog was rushed to the animal clinic and stayed there for two months until all his wounds finally healed, and then he was returned to the squadron. He continued his Navy career for several more years, then passed on to Fiddler's Green.

Why do Navymen have such an affinity for collecting mascots? Maybe it's because the barking pooch or chattering monkey provides a happy change to the routine of everyday life. Perhaps it's the animal's basic innocence, or loyalty, or dependence, that makes him nice to have around.

In the end, it's probably a combination of things which are succinctly stated in the plaque which the LTA-men dedicated to Black Dog when he died. It reads: "Black Dog—1939-1957—A Good Shipmate."

—Chief Journalist Jim Teague, USN.



Clockwise from Top Left: (1) White crane joins crew of USS Coral Sea. (2) "Fighter-bomber" was mascot of USS Valley Forge during Korean conflict. (3) Tuffy, friend and helper of Sealab divers. (4) A goat named Downwind was mascot of USS Morton (DD 949) back in 1964. (5) Even seagulls join the act. This is Frieda of icebreaker Burton Island. (6) Dexter, the Navy horse, on grounds of Naval Home. (7) Mascot for a frogman group, a seal named Agnes. (8) Submarine mascot welcomes crew returning from patrol in World War II.





Navy's K-9 Corps

FEW AT DA NANG would argue against a dog being man's best friend, for canines of the K-9 Corps and their Navy handlers act as buffers against the Viet Cong.

From sunset to sunrise, the 75-pound German Shepherds and their handlers patrol the perimeter of Da Nang's Naval Support Activity, guarding its communication facilities and fuel supplies against sabotage by nocturnal intruders.

Much depends on the man-dog team. The men are drawn from applicants who are particularly adept at handling dogs. Those selected attend an eight-week Sentry Dog Handler Course after completing four weeks of Internal Security Forces studies at the Naval Amphibious School.

Little, if anything, can be seen in the darkness which lies outside the barbed wire, so it is the dog's senses upon which the sentry depends. A growl tells the handler something is amiss.

After withdrawing a few yards, the handler contacts his command post by radio to report a contact and the command post probes the patrol area with a starlight scope which sees in the dark.

If the source of the dog's agitation turns out to be nothing more serious than a rabbit, there are no hard feelings. If, however, it turns out to be a Viet Cong, he is fired upon.

The dogs are particularly valuable when used to detect saboteurs who might easily slip by undiscovered by a human sentry patrolling the perimeter alone. With a K-9 on the job, however, the intruder's chances are considerably diminished for the dog's nose knows. —Story and photos by PH1 Rus Elder, USN.



Top photo: Sentry dog and Navy handler patrol the perimeter of the Da Nang Naval Support Activity. **Far left:** Dogs and handlers enjoy a brief pause in patrolling duties. **At left:** Seaman Harry Peterson guides his dog Brandy over a barrel obstacle during training. **Below:** After patrol, dogs and handlers ride back to kennels and barracks, respectively.



Sound-Powered Phones—

The Vital

JUST 30 seconds' delay in getting help gives a small fire time to spread into a holocaust. A damage controlman, a corpsman, a firefighter who doesn't know where to go can't get to the scene in time to save a life—maybe yours. Communication in an emergency must be quick and accurate. It's a matter of life and death.

So if you're assigned to a sound-powered phone, there are times when you can be the most important man on the ship; when your shipmates' lives and your own may depend on whether you pass the word fast—and get it right.

Usually, speed is no problem. Sound-powered phones provide instant communication with all parts of the ship. And since they generate their own electricity from the energy of your speaking voice, no amount of damage to the ship's power system can knock them out. To do so would require cutting the wires or smashing the phones. In fact, if your mouthpiece is damaged, you can still use the earphones for both talking and listening. If the earphones are out, the mouthpiece will both send and receive.

However, phones of any type have one major weakness—you. If the man on the other end of the line doesn't understand what you've said, or if you can't figure out what he said, the phone line might as well

not be there. But if you do understand each other, you may be able to keep a disaster from happening.

Operation

First, you need to know how to work the phones. You probably learned how in boot camp, but you may have forgotten some of the details.

The *handset* phone—the one that looks like a telephone receiver—will neither transmit nor receive unless you push the button.

The *headset* works differently. As soon as you plug it in, the earphones are on the line continuously. You only have to push the button on the mouthpiece when you're talking.

When you take the headset from its storage box, the earphones and coiled lead cord will be draped over the yoke. To put it on, first unhook one side of the neckstrap, pass it around your neck, and hook it back to the breastplate. Next put the phones over your ears, adjusting the headband to a comfortable fit. Be careful not to let the earphones hang by their cords; strain can break the connection. Finally uncoil the lead cord and screw the jack firmly into the jackbox on the bulkhead.

To secure the headset, reverse the procedure. First unplug the lead cord from the jackbox and lay the jack on the deck—carefully. Don't forget to put the cover back on the jackbox; dirt can cause a short circuit if you leave it open. Then coil the lead cord and drape it over the yoke. Take off the earphones and hang them on the yoke. Fold the yoke flat. (Be careful not to put a sharp bend in the mouthpiece cord.) Last, hold the breastplate in one hand and unhook one side of the neckstrap with the other. Wind the neckstrap around the cord and headband a couple of times, hook the strap back to the breastplate, and you've got a neat package.

While you're using the phone, remember that you can't go farther from the jackbox than the length of the lead cord. The connection can be broken if you pull on the cord. And be sure to lay the cord outside traffic lanes and flat on the deck, so no one will trip over it.

Outside noise must be kept out of the circuit. In noisy parts of the ship, it could drown out conversation. When you're using the handset and must stay on the line, it's a good idea to rest the mouthpiece against your chin when you aren't talking, to keep noise off the line. With the headset, if you find it necessary to remove one earphone from your ear to hear what men around you are saying, rest the earphone tight against your head, not pointing away from it.



Link



How to Talk

Now you've got the phones on. How do you use them?

First get the mouthpiece from a half-inch to an inch from your mouth. Then speak loudly and clearly. (Remember, all the energy has to come from your voice.) Don't try to talk with gum or food in your mouth.

Speak slowly—syllable by syllable, especially when you're using long or unfamiliar words. Sound-powered phones aren't a high-fidelity system. Say, "Stand by for re-plen-ish-ment." If you said it fast, the man on the other end of the line would hear something like "Stambyfrepleshmah." Give every syllable equal weight; don't let your voice drop at the end of a sentence.

Learn and use the phonetic alphabet and numbers

—Alfa, Bravo, Charlie, Fi-yuv, Niner. Experienced talkers know that the purpose of the phonetic system is not to sound salty; it's to pass the word right.

For instance, let's say you're manning a phone in Damage Control Central and you hear what sounds like this over the line:

"There is a Class Eee fire in Compartment Eee-three-thirtee-A-ell, Frame one-sevenee."

Is it a Class "B" or "C" fire? In the "B" or "C" section of the ship? Is that compartment number 313 or 330? Frame 117 or 170? You can't be sure. Time will be lost getting the answers to those questions and getting a repair party to the scene—and when there's a fire aboard ship, delay means disaster.

But if you get the message like this, it's unmistakable:

"There is a Class Bravo fire in Compartment Charlie



Aviation Machinist's Mate 3rd Class stands watch in Primary Flight Control of USS Tripoli.

Interested in More Information?

Because of limited space, only the basic elements of sound-powered phone operation are discussed in this article.

Many of the specific responsibilities of a talker on a certain circuit can only be learned on the job. But the *Sound-Powered Telephone Talker's Manual* (NavPers 14005-A) contains instructions and exercises that will help in learning many procedures. Your Educational Services Office can order it through regular channels.

For more details on general phone operation, see the chapters on the subject in the seaman's "bibles" — *The Bluejackets' Manual* and *Basic Military Requirements* (NavPers 10054-A).

dash-three-wun-thuree-dash-Alfa-Lima, Frame wun-seven-zero."

The repair party can go directly to the fire and put it out without having to ask the talker what he meant by what he said.

But the most important thing for any talker to remember is: Keep your cool. It won't help to know the rules if you panic and forget them.

Procedures

Some procedures will vary, depending on the job your circuit does. But some are standard on any line. If you don't use them, your message won't be understood.

The order of the parts of a message is always HIM-ME-WHAT. When you think about it, it's a natural sequence. Calling a friend, you're likely to say, "Hi, Jim. This is John. What are you doing tonight?" You've acknowledged him, identified yourself, then stated your message. When the phone talker at Damage Control Central calls Repair One Main, he says, "One Main, DC Central. Set Condition Zebra." When One Main has complied, the talker at One Main says, "DC Central, One Main. Condition Zebra is set."

Standard prowords (procedural words) are used in several common situations.

When you haven't understood what another talker said—or just want him to repeat his message so you can be sure you got it right—say, "Say again." Don't ask, "What?" or "Come again?"

When there will be a delay before you can answer a question, say "Wait."

When you've passed a long or involved message and want to repeat it, say, "I say again," then give the message again.

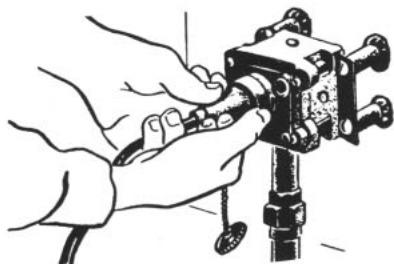
Before you spell a word or name, say, "I spell," spell the word in the phonetic alphabet, then say the word again.

To acknowledge a message, you identify yourself and say, "aye, aye." For instance, if you're at One Main and DC Central passes the word to set Condition Yoke, you say, "One Main, aye, aye." (In actual practice, to save time, the second "aye" is often dropped.) Then, of course, you pass the order on to your repair party leader.

However, you should not confuse "aye, aye" with "affirmative." When you're asked a question which re-

STEPS IN SECURING HEADSET

Removing plug from jackbox



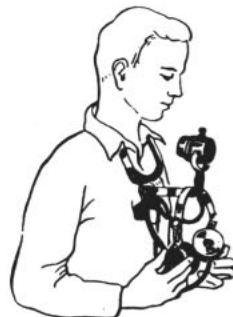
Hanging headpiece on yoke



Coiling lead cord



Unhooking strap from breastplate



quires a yes-or-no answer, identify yourself and say "affirmative" or "negative." (Sometimes you'll hear "That's affirm" and "That's a negats." They're all right if the meaning is clear.)

"Aye, aye" means only that you have received and understood the message, and, in the case of an order, will comply. It doesn't mean "yes" to a question.

Circuit Discipline

Using proper procedure is part of what is called "circuit discipline." Such discipline is familiar to anyone who has talked on a party line. It means keeping order on the line to keep information flowing.

Every circuit will have a control station and an order of precedence of the other stations. When the control station makes a phone check or gives a message to all stations, the others acknowledge in order. It will sound like this:

"All stations, One Main. Set Condition Zebra." "One Alfa, aye." "One Bravo, aye." "One Charlie, aye." And so on down the line, until all stations on the circuit have acknowledged.

If the station just before yours doesn't answer, don't wait more than a second or two before you acknowledge. He can come in at the end.

When you go on the line at the beginning of your watch or drill, report "on the line" to your control station. Then whenever you need to go off the line—either temporarily or at the end of the drill—you must request and get permission from the control station.

When the control station talker has a particularly urgent message, he says, "Silence on the line." This is the signal for all stations to stop talking immediately. If you're in the middle of a message, you can resume it after the control station has passed its message.

It should go without saying that the phones are only for official messages, not for shooting the breeze. And it shouldn't be necessary to remind talkers not to leave their stations or do anything else without permission.

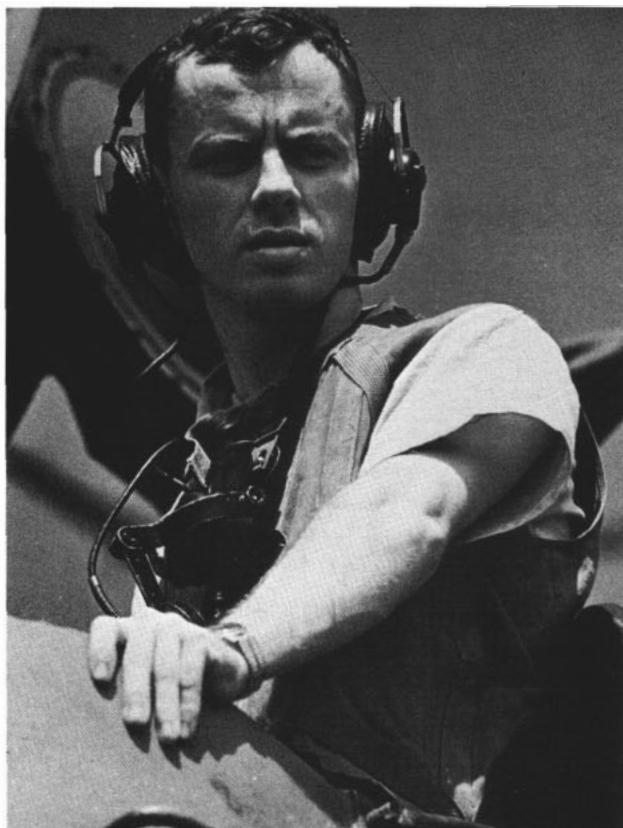
Sometimes, when you've been sitting for hours on a Condition Three midwatch and nothing but phone checks has happened all night, you might think you've been wasting your time. But in an emergency, you could become the most important man on the ship—if you stay alert and calm, and pass the word *right*.

—Journalist 2nd Class Frank Silvey, USN.

Wrapping neckstrap about cord



Careful stowage of phone is important



Officer directs naval gunfire.

Quartermaster seaman mans station at engine order telegraph.





PBRs

NO CAKES WERE DECORATED, no presents were passed around. Nor were there any assemblages of special guests for the occasion. It was just another day, but a significant one in its own right, marking the third anniversary of U. S. Navy river patrol boats (PBRs) patrolling rivers and canals in South Vietnam.

The first PBR patrols started on 10 Apr 1966 under the administrative command of River Squadron Five and the operational control of River Patrol Force (CTF 116). Their mission: patrol the rivers, estuaries and canals of South Vietnam to interdict the movement of communist supplies and troops and to safeguard friendly traffic on

Navy river patrol boat speeds down Long Tau river. Below: Crewmen of PBR check sampan. Rt: M-14 rifle is put into action against enemy.





make their mark

these waterways. In short it became known as Operation Game Warden.

The initial 11 river patrol boats—the Mark I PBR—were adaptations of fiber glass pleasure craft and by no means appeared as tempered fighters when they first set out to patrol the Long Tau River.

Just as many fledgling outfits suffer growing pains, so did the PBR Force. It faced many difficulties both in mechanical efficiency and effectiveness. But these were overcome one by one through further adaptation, such as stripping most of the armor from the forward twin .50-caliber machine gun mount to increase visibility for the boat's coxswain. To eliminate the need of varied ammunition, the single .30-caliber machine gun aft was replaced with a .50-caliber. Effectiveness was increased by adding the M-18 grenade launcher, then a newly adopted automatic weapon. Soon the PBR became a feared gunship.

IN SEPTEMBER 1967, THE FORCE received its first Mark II, a faster version of the PBR equipped with larger and improved engine materials, a new electrical firing system for the forward gun and more protective armor. This boat

was specifically designed for Vietnam riverine warfare.

Not long after the Mark II PBRs received their baptism, Mark II Alfa patrol boats arrived in South Vietnam. In addition to an even better firing system, these craft are equipped with styro-foam flotation gear which can keep a boat afloat even though bullet-riddled. In the meantime, the Mark Is have been modified to include Mark II equipment.

Today in South Vietnam there are 250 river patrol boats — 130 Mark II and Mark II Alfa and 120 Mark I — situated in the Mekong Delta, the Rung Sat Special Zone, and the I Corps Tactical Zone either on land bases, mobile support bases, or with modified tank landing ships, LSTs. PBR crews are made up of 1600 Navymen assigned to River Patrol Flotilla Five, now the administration command for PBRs. River Patrol Flo-



PBRs move out to join in the attack of an enemy-held village.

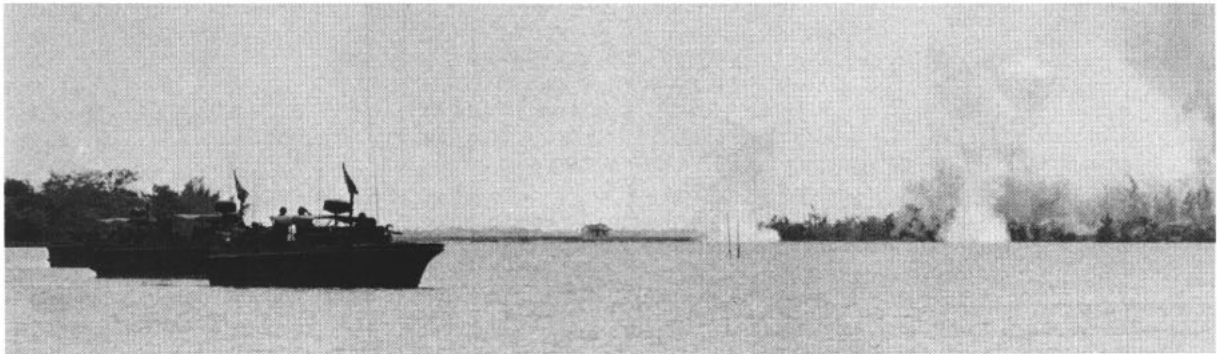


The new PBR is demonstrated on the Potomac River in 1966.

tilla Five, a unit of the U. S. Pacific Fleet Amphibious Force, was established on 1 Sep 1968 after River Squadron Five was disestablished.

THE IMPORTANCE OF THE Mekong Delta as the rice bowl of Vietnam is recognized by the River Patrol Force and it therefore operates most of its boats in the delta region.

More than half the Vietnamese population lives in this area, which produces one-half of the country's food supply amid more than 5000 miles of navigable waters. For these reasons, the Viet Cong and North Vietnamese attempt to get food and recruits from delta vil-



Rockets and PBRs blast enemy gun emplacements.



U. S. Navy river patrol boatmen are a ready group. Left: Gunner's Mate 3rd Class Earnest McGowan with his twin 50s. Below: Quartermaster 1st Class Steward Hickman writes in PBR log and Engineman 3rd Class Ronald Bartelmel takes aim.



lages and use the waterways for transportation.

The Rung Sat Special Zone, with its northern border 15 miles south of Saigon and its southern border extending into the South China Sea, is another strategic region. Carved through its 406 square miles of dense mangrove swamps and nipa palm, the Long Tau River serves as the main shipping channel from the coast to Saigon. Called the "Forest of Assassins," the area is often used as a refuge by pirates who present problems similar to those created by the enemy. PBR units patrolling the forest operate out of Nha Be. Among these units today are mine-sweeping craft pressed into action after a U. S. freighter was sunk by enemy mines in May 1966.

There are two river divisions stationed in the northern I Corps Tactical Zone, one near Hue on

the Perfume River and one three miles south of the Demilitarized Zone at Cua Viet on the Cua Viet River.

BEFORE THE RIVER PATROL FORCE became a separate command on 1 Feb 1967, its operations were primarily with PBRs. Today, however, the Force consists of UH-1B *Seawolf* helicopter gunships used for close air support, minesweepers (MSBs and MSMs), and SEAL intelligence and reconnaissance specialists.

As the riverine warfare units expanded, the enemy found transit of major rivers almost impossible. They searched out other avenues and began using small motorized sampans and junks to move their war supplies and men on the canals adjacent to the larger waterways. This influenced the Navy to join the River Patrol Force with two other Navy Task Forces and form Operation Sea LORDs, an acronym for Lake-Ocean-River-Delta strategy.

The armada is comprised of monitors, assault support patrol boats, command and control boats, and armed troop carriers from the Mobile Riverine Force (CTF 117); *Swift* boats from the Coastal Surveillance Force (CTF 115); and the various craft and helicopter gunships from the River Patrol Force (CTF 116).

Offshoots of the Sea Lords Operation are Operation Giant Sling-shot, Operation Barrier Reef and Operation Tran Hung Dao. These operations stretch across the Mekong Delta from Ha Tien on the Gulf of Thailand to Tay Ninh, 48 miles northwest of Saigon. Their purpose is to cut off communist infiltration of men and arms into the delta and Capital Military District. Reports indicate these campaigns have been successful.

Use of the River Patrol Force PBRs is significant in the psychological warfare effort against communism. They carry doctors and nurses to outlying villages and serve as speedy ambulances. They also deliver supplies such as soap, fishhooks, needles and thread to people along the waterways. And



This is the kind of country the PBR was designed to patrol.

their crews use tape-recorded messages and loudspeakers to reach the enemy in an attempt to persuade surrender. As a result of this latter effort, several hundred Viet Cong have switched their allegiance to the national government.

MEN OF THE RIVER PATROL FORCE have not performed unrecognized. In the past three years, two men have earned the Medal of Honor. In addition, PBR

crewmembers have received more than 6000 medals and awards including six Navy Crosses, nine Legion of Merit Awards, 69 Silver Stars and 681 Bronze Stars. Units of the force have earned two Presidential Unit Citations, one Meritorious Unit Citation, and one Navy Unit Commendation.

In the short time that the "Brown Water Navy" has been in existence, it has written an indelible chapter in naval history.



Navyman watches PBR speed by as it escorts supply convoy upriver.

today's navy



Bull's-eye

Navy parachutist Albert Longenberger can't quite land on a dime. But give him a spot six feet across and he'll hit it.

Jumping in the Interservice Invitational Parachute Meet at Fort Benning, Ga., Aircrew Survival Equipmentman 3rd Class Longenberger landed an average of a yard from the bull's-eye in three jumps to take second place in the advanced accuracy class.

It helped to have a helicopter to jump from instead of a fast-moving plane. But the VP 30 survival instructor's two and a half years of experience made the difference.

"It really is a safe sport," he says.

It is for anybody who can land on a tabletop.

LSD Serves as AO

On occasion a ship other than an oiler is called upon to supply another ship with fuel.

Such was the case recently when the dock landing ship *uss Monticello* (LSD 35) was in company with a group of ships in transit from Hawaii to San Diego. What made this instance significant to *Monticello* was that never in her 12 years with the Fleet had she transferred fuel oil to another ship while underway.

To cover the 2300 miles between Pearl Harbor and the West Coast in less than five and one-half days, the ships were steaming hard, using more fuel than customary. Midway in the trip, the destroyer *Waller* (DD 466) neared her minimum fuel level and moved alongside *Monticello* for refueling.

A series of lines and blocks extending from one of the LSD's 50-ton cranes and attached to the fuel hose and two capstans allowed for the movement between the ships by taking up the slack as necessary. Expert seamanship and calm seas contributed to the success of the operation as *Waller* took on

more than 60,000 gallons in two and one-half hours, a sufficient amount to complete the trip.

Monticello was serving as flagship for the formation of four destroyers and an amphibious transport dock ship returning to the states after an eight-month deployment off Vietnam.

—LTJG J. R. Loney, USNR.

Kitty Hawk to Bremerton

The attack carrier *uss Kitty Hawk* (CVA 63) is scheduled to change her home port from San Diego to Bremerton temporarily this year.

Official date of the change is 1 August. The ship is to spend nine months in the Puget Sound Naval Shipyard, Bremerton, for a routine overhaul. Then, in spring 1970, her home port will change back to San Diego.

Kitty Hawk's last major overhaul was in 1965 at Bremerton.

The Navy will pay moving costs for crewmembers' families.

Instant School House

The prefabricated sections arrived in Yokosuka from the United States by cargo ship and were further transported overland to the Naval Air Station, Atsugi. There, Seabees of Amphibious Construction Battalion One arranged the sections and connected the plumbing.

Result?

Instant schoolhouse.

Between now and the time when the opening bell rings in the 1969-70 school year this fall, furnishings will be moved in, enough to accommodate 300 students from kindergarten through the sixth grade.

The DOD-sponsored school is expected to be attended by approximately 175 on-station and about 125 off-station students, all of whom will be children of U. S. servicemen.

Cat Chiefs

Two chiefs on the Sixth Fleet attack carrier USS *Forrestal* (CVA 59) have qualified to wear officers' hats—but not the kind with the gold chinstrap.

Their headgear is the flight-deck helmet of a catapult officer, the man in charge of launching all aircraft from prop-driven cargo planes to supersonic jets.

The job is usually reserved for naval aviators, with good reason. It requires knowledge of the flight characteristics of a dozen different planes, complete familiarity with the cat system—and, most important, the ability to make fast, accurate decisions while surrounded by howling jets and scores of people on a windy flight deck.

A mistake in judgment could be fatal to the pilot and others; so besides demonstrating his knowledge, a prospective cat boss must be checked out under close supervision in actual launches. Very few nonpilots could qualify.

In fact, Chief Aviation Boatswain's Mates (Equipment) Donald J. Dapra and C. F. Campbell of *Forrestal* claim that they represent two-thirds of all the Navy's enlisted cat officers. To the best of their knowledge, ABHC William C. Metzler, of *Ticonderoga* (CVA 14), is the only other chief qualified as a cat officer.

—JO3 Mike Crump, USN

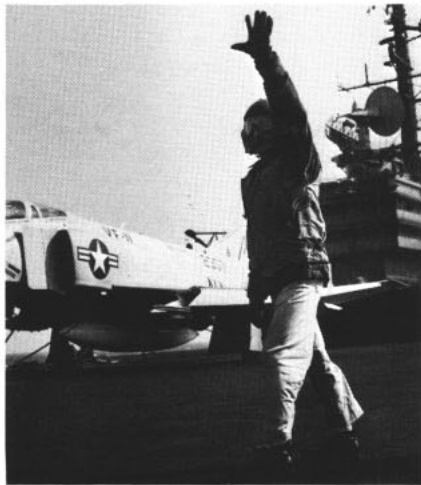
Mount McKinley Vertrep

The vertical replenishment, when you think about it, is quite a glamorous operation. A noisy chopper hovers expertly over the receiving ship, delivers its cargo, then wheels and beats its way back to get some more. Vertrep is the modern, quick, efficient way to resupply a ship at sea.

To the crewmen on the receiving ship, it's also a grueling, dirty, and sometimes hazardous job. Here's the way it goes, on USS *Mount McKinley* (LCC 7):

"NOW HEAR THIS, MT. MCKINLEY WILL CONDUCT A VERTREP AT 1400 HOURS . . ."

After the word is passed over the IMC, the wheels of the vertrep are set in motion. Much must be done before the ship will be ready to receive stores.



CAT CHIEFS—Chief Aviation Boatswain's Mates Donald J. Dapra and (rt.) C. F. Campbell of USS *Forrestal* (CVA 59) are qualified catapult officers.

A list of the needed materials has already been sent to the supply ship. This is usually done 48 to 72 hours ahead of time so that the supply ship can have the requested goods ready for transfer. Then the supplier—in this case USS *Niagara Falls* (AFS 3) — sets a rendezvous time and location.

Mount McKinley's crew must make certain that the ship's storage area has adequate room for the incoming supplies. Working parties must be arranged.

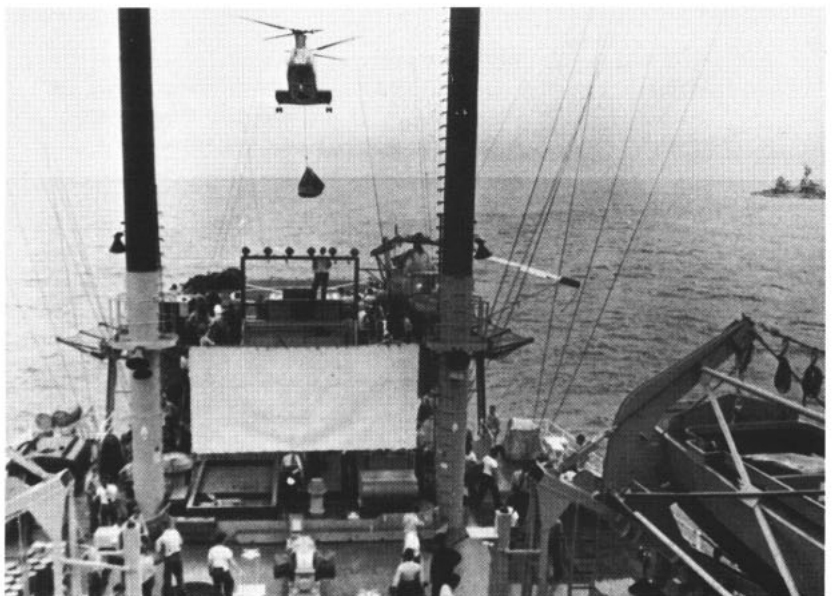
Once preparations for the vertrep have been completed, weather becomes an important factor that

may cause cancellation of the event. High winds and heavy seas can cause a helo crash, or a man to be blown overboard.

Vertrep has its advantages, as well as its shortcomings. The operation is fast from the standpoint of the actual transfer, but the supplies have a tendency to stack up, since men cannot move the stores as fast as the helo can land them.

Aboard *Niagara Falls*, the requested materials are packed on pallets for quick and easy transfer. When the word is passed that the flagship is ready to receive, the supply ship's helo lifts the first set

GETTING THE GOODS—Sea Knight from USS *Niagara Falls* (AFS 3) delivers a load of supplies to USS *Mt. McKinley* (LCC 7) during vertrep at sea.



SecDef Melvin R. Laird —

On the Subject of Equal Opportunity And Treatment in the Armed Forces

The President's Executive Order on 26 Jul 1948 directed the abolishment of racial segregation in the armed forces and required equality of opportunity and treatment without regard to race, color, creed, or national origin. Substantial progress has been made in removing racial discrimination. No sector in American life has achieved the measure of equal opportunity and treatment that has been realized in the armed forces. The dedicated leadership of countless numbers of men and women in the military service has made this progress possible. I congratulate them.

Much still remains to be done, and it is to this task of removing every vestige of discrimination that I give my personal commitment. This can be achieved only by ensuring that complete equality of opportunity and treatment is not denied to any member of the armed forces because of race, color, religion, national origin or any other irrelevant factor. This equality must be granted in training, education, assignment and promotion, including the opportunity to assume the highest positions of trust and responsibility. I encourage each member of the armed forces to utilize to the maximum the opportunities available for his development.

We must maintain harmonious, cooperative working relationships among military personnel so as to maintain high morale, military effectiveness and combat readiness. I urge all personnel to reject divisive and fragmenting forces and influences in our society which seek to diminish the integrity, unity and strength of our armed forces. We must not permit the irrelevancies of race and color, or any other factor, to divide and weaken us.

It is the responsibility of every member of the military services from the newest inductees to the highest commissioned officer to accept other members on the basis of their individual worth and to assist in extending to all facets and activities of military life—on and off base, on and off duty—the spirit of mutual trust and respect which is manifest when our forces are in combat.

I call upon every installation and unit commander to provide the leadership that will continue to translate the policy of equal opportunity into living and meaningful reality for every man and woman serving our nation in the uniforms of the armed forces.



of pallets from the flight deck and proceeds to transfer them to *Mount McKinley*.

Working parties wait for the pallets to be released from the hovering helo, then drag each pallet away from the flight deck. The unpacking begins. The materials are then broken down into packages small enough to be handled by one man. The "bucket brigade" moves into action.

Butter, milk, paper, spare gun parts; each item goes to the planned stowage area. Pallet after pallet is lowered and stored.

Hours of work are needed to complete the vertrep. But the work really begins after the helicopter has departed. Care must be taken to avoid supplies stacking up on deck. Too many stores on the flight deck can hamper the crew and endanger helo operations.

Finally, after hours of toil, the stacks of supplies have been stowed and the evolution comes to an end. The task, glamorous but not pleasant, is over.

—JO3 Richard Reece, USN

—PH1 Bill Galligan, USN

New Quarters for Great Lakes

Living along the shoreline of Lake Michigan is a little nicer this summer for Navy men and women assigned to the Great Lakes Naval Training Center.

NTC now has three new three-story barracks and two rehabilitated brick barracks for its staff members.

Newly constructed Barracks 177 and 178 are built of concrete with brick and glass walls. The first floor of Barracks 177, which houses the new Transient Personnel Unit, is about 50 per cent office space. The remaining half of the first floor, together with the second and third floors, berth 388 men in 97 four-man rooms.

Barracks 178 berths 378 men in four-man rooms that have quiet study areas and extra large wardrobe lockers.

The Waves Barracks (Building 179) has the same lines of construction as the other two staff barracks. It accommodates 240 Waves in triple-occupant and private rooms. Some of the more attractive features of the women's quar-

ters are three TV rooms, washers and dryers, two kitchens and coordinated color schemes.

Colorful draperies brighten the new Wave and Staff barracks which have fully carpeted lounges, modern furnishings and fluorescent lighting.

The two refurbished barracks (Buildings 26 and 27) berth 370 men in one-, two-, three-, and four-man rooms. The improvements include new drop ceilings, partitions for more privacy, new drapes and rugs. Each floor now contains four toilet and shower areas, as well as two lounge and TV rooms. The laundry facilities are located in the basement of each barracks.

These five buildings replace barracks constructed during World War II.

Ten-Year No-Crunch

The automobile should have it so good.

Training Squadron 29 (VT 29) at NAS Corpus Christi, Tex., has observed its 10th consecutive year of accident-free flight operations.

The safespan included some 110,000 hours of flight time and more than 38,000 takeoffs and landings.

It began on 12 Mar 1959 when VT 29, then known as Advanced Training Unit 501, operated patrol planes and transports in pilot training.

Since May 1960, when it became a commissioned squadron under the Chief, Naval Air Advanced Training, VT 29 has provided advanced navigation training for naval aviators and prospective naval flight officers.

Mid East Force

Events in the Middle East during recent years have drawn attention to the operations of a small U. S. force command.

The U. S. Middle East Force currently consists of a destroyer division commander, two destroyers and a flagship. *uss Valcour* (AFG 1), in CONUS for an overhaul the past year, is returning to the Middle East Forces. *uss Norfolk* (DL 1), *Luce* (DLG 7) and *Dahlgren* have rotated during *Valcour's* absence.

With only three ships assigned



GOOD SHOW—VT 29 at NAS Corpus Christi, Tex., has observed 10 consecutive years of accident-free flight. Above: T-29 on training flight. Below: Student navigators shoot the stars and plot flight.



to this area—22 million square miles of international waters—the Mideast Force is a moving outfit.

The ships rotate independently to the Red Sea, Persian Gulf, coast of Africa, Indian subcontinent and islands of the Indian Ocean.

The primary mission is to show the flag and promote goodwill for the United States.

This has been going on, quietly for the most part, for some 20 years. The visits usually involve official calls, receptions, dinners and luncheons with local business and professional leaders, parties for children and general Navy participation in voluntary community-help projects.

Valcour is a former seaplane tender converted in 1965 for COMIDEASTFOR's use. She is specially configured to embark the MIDEASTFOR Staff headed by Rear Admiral Ed R. King, and to meet the unusual demands of that area. *Valcour* is permanently homeported in Bahrain. Prior to 1965, *Valcour* rotated duty with *uss Duxbury Bay* (AVP 38) and *uss Greenwich Bay* (AVP 41).

Destroyers serve in the MID-

EASTFOR area of operations for as long as six months and are relieved on station. Before June 1967 (the closing of Suez), destroyers of the Sixth Fleet met this obligation. Now duty with MIDEASTFOR is considered a regular operational deployment as demanding as a MED or WESTPAC deployment.

It takes destroyers a good month to transit from CONUS to the Indian Ocean via the Cape of Good Hope. Port calls are made in Caribbean, South American and African ports.

Logistic support is coordinated through the Naval Control of Shipping Office located at HMS Jufarr, Great Britain's Royal Navy facilities at Bahrain Island in the Persian Gulf. Fuel, a problem without an oiler in the area, is available in any one of 16 countries in the area.

New Life for Mr. Nhu

Mr. Nhu is a 45-year-old South Vietnamese who lives in a quiet village near the allied military complex at Chu Lai.

He was until recently a fisherman, as the men in his family had



VETERAN GREYHOUND—USS Waller (DD 466), veteran of almost 27 years of service, is shown as a DDE firing rocket during exercises in 1960.

been for generations, but now there's something new in Nhu's life. He has graduated from Chu Lai's Industrial Relations Department Training Center and, instead of eking out a living with his nets, Nhu repairs trucks in a Public Works automotive garage.

The Industrial Relations Department branch office in Chu Lai hires Vietnamese workers and trains them in technological skills. Most of the trainees were, like Nhu, fishermen or farmers.

To start the school, qualified civilian instructors were brought from Saigon and Hue and, on 4 Jun 1968, the first classes were convened in a program which was to benefit both the United States forces and the Vietnamese trainees.

From the very beginning, the school had the cooperation of the Naval Support Activity Detachment. Its public works department provided an entire building and most of the school's equipment.

Classes are in session eight hours a day, six days a week, teaching a curriculum which includes telephone repair, carpentry, sheetmetal work, electricity, plumbing, auto mechanics, generator repair, printing and welding. Students also learn the practical aspects of their job in supervised workshop sessions.

When the students graduate, they move into good jobs and receive a higher income both of which impart pride and a sense of accomplishment.

But learning for the student

doesn't end with graduation. He continues to receive training on the job where he is taught additional skills. He may also, if he wishes, return to the school for advanced training.

After completing his education at the Training Center and receiving on-the-job experience, the Vietnamese workers are ready to do work that once could be done only by American military men or Korean tradesmen.

Production rates have risen in the shops which employ the center's graduates and, perhaps best of all, the graduates will remain behind at the end of the conflict as a cadre of trained men for industrial operations when they move into the Chu Lai area.

—YN2 Jim Young, USN

Altair Decommissioned

Last of the Navy's stores issue ships, *uss Altair* (AKS 32) was taken out of service in May and has been assigned to the Maritime Administration.

Since her commissioning in January 1952, *Altair* was a member of the Atlantic Fleet Service Force. From 1955 to 1965 she was homeported in the Mediterranean at Barcelona and later at Naples.

During this period, *Altair's* helicopter deck was used to develop the system of vertical replenishment universally used throughout the Fleet today. In addition, the first electronic accounting machine system to be placed aboard a Navy ship was installed in *Altair* in 1959.

Plush Duty for Waller

She's had a part in every fight for almost 27 years. Now she's going out.

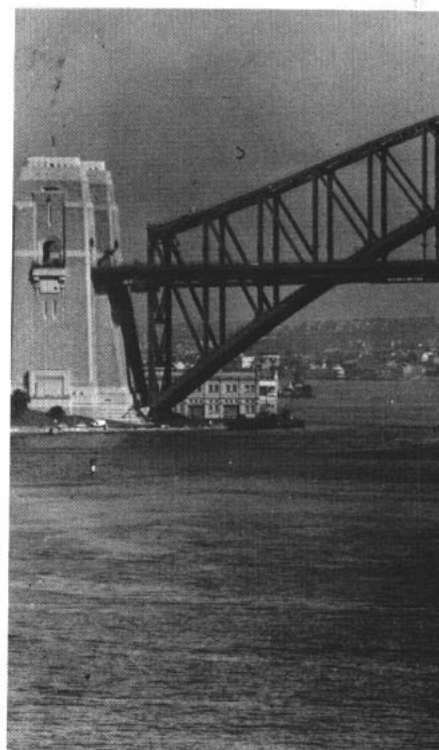
But don't sound taps yet for *uss Waller* (DD 466). She's not ready to fade away. In fact, she's really just transferring to instructor duty.

On 1 May, the oldest destroyer—and the last active *Fletcher* class DD—in the Atlantic Fleet went out of regular commission, to join Reserve Destroyer Squadron 30 as a USNR training ship. Scant months before, *Waller* had fired her guns in anger for the last time off Vietnam.

When she was launched 15 Aug 1942, she was named after Maj. Gen. Littleton W. T. Waller, USMC, who was said to have taken part in more engagements than any other officer. In the years since, the destroyer has tried to match the record of her namesake.

Waller was commissioned 1 Oct 1942. By the next January—less than a year after her keel was laid—she entered the Pacific Theater.

A few weeks later, she made the first of many runs up the notorious "Slot" among the Solomon Islands. In March 1943, with Division Commander (later CNO) Arleigh Burke embarked, she led



a raid into enemy waters which resulted in shelling an enemy airfield and sinking two Japanese destroyers. *Waller* got credit for the torpedo spread that blew *HJMS Murasame* in two.

During the rest of 1943, *Waller* operated in Kula Gulf, took part in the occupation of Vella Lavella, and supported the Bougainville invasion. Then she took convoy and shore bombardment assignments off Guam and Saipan.

In 1944, she got back from a yard period in time to take part in the early stages of the Philippine campaign. One night off Leyte, *Waller* was leading a formation when radar picked up a surface contact: the enemy submarine I-46. *Waller* attacked.

The sub, electing to stay on the surface, opened up with her 3-inch and 25-mm guns. As *Waller*, firing with every available gun, closed to ram, the sub sank stern first.

During the same period, *Waller* underwent two heavy kamikaze attacks, and was credited with destroying 14 enemy planes.

She then escorted convoys and covered minesweepers in the Borneo operations in 1945.

After the Japanese surrender, *Waller* reported to the Yangtze River Patrol Force, and was among

the first allied naval units to enter Shanghai in September 1945. She headed home that December, then was placed in reserve in Charleston in January 1947.

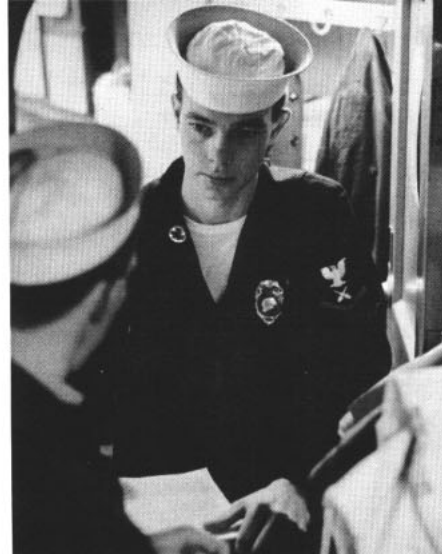
Two years later, *Waller* entered the yards for conversion to an escort ship.

Recommissioned 5 Jul 1950, she went back into combat the next year. In Wonsan Harbor, she bombarded the beach with 1700 rounds in 10 days. After a summer of escort duty with training exercises off Okinawa, *Waller* went to blockade and escort assignments along the North Korean coast.

From 1951 to 1968, *Waller* operated with the Atlantic Fleet, making Caribbean and Med cruises—and gathering peacetime laurels. She took the Battle Efficiency "E" and Antisubmarine Warfare "A" awards in 1960 and 1961, and was awarded the Rhode Island Council Navy League trophy as "the most proficient destroyer of the U. S. Atlantic Fleet in the art of anti-submarine warfare" for fiscal 1961. She was redesigned a DD during this period.

Then in September 1968 came another call to battle.

Waller arrived on the gunline off Qui Nhon, South Vietnam, in October and did extensive damage



MAA ON THE JOB—Gunner's Mate 3rd Class Ray H. Henderson checks new men on *USS America* (CVA 66).

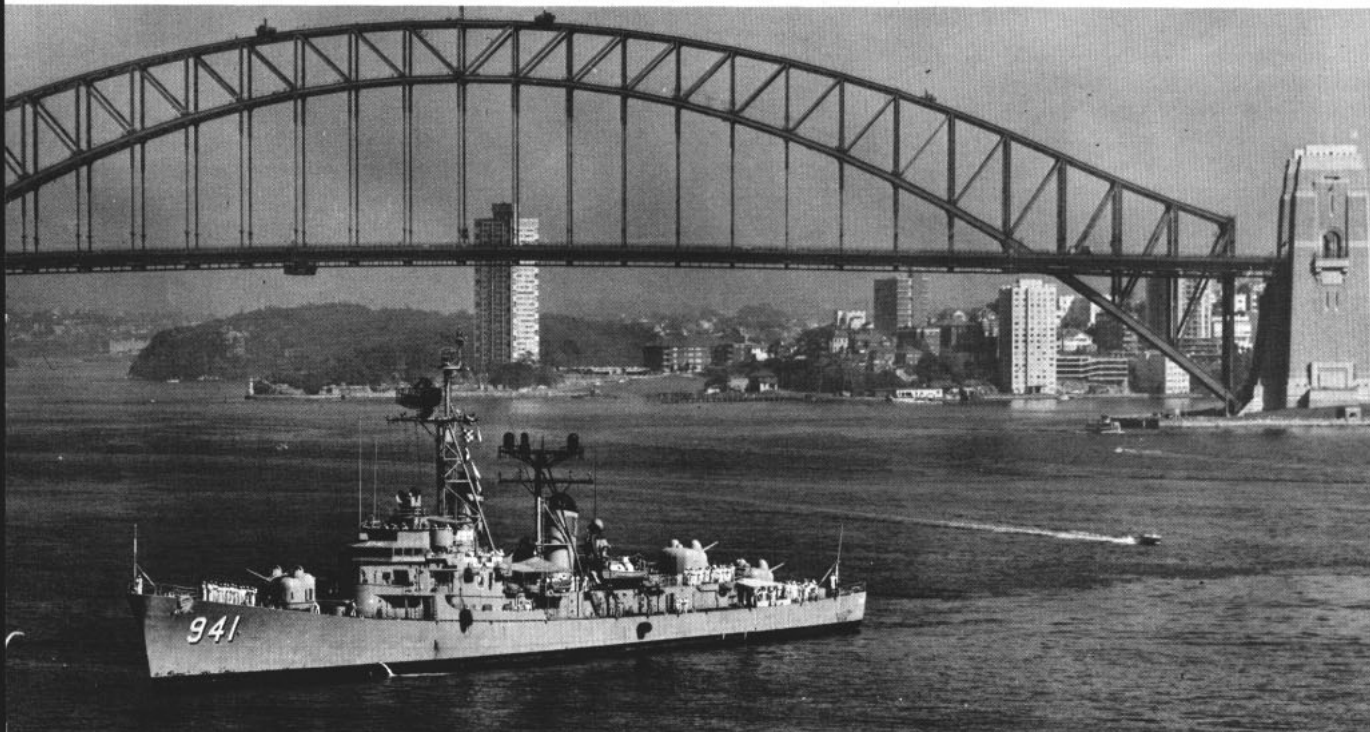
to Viet Cong bunkers and ammunition dumps. Then she moved south to support U. S. troops near Phan Thiet, where her shells so thoroughly routed one VC camp that the spotter said the fleeing enemy "left muddy footprints on my poncho."

Proceeding to Yankee Station, *Waller* escorted *Intrepid* (CVS 11) and *Ranger* (CVA 61).

Her grand total: 12 battle stars for World War II, two for Korea, and two for Vietnam.

She's earned her instructor duty.

LIBERTY DOWN UNDER—As she enters Sydney, Australia for a three-day visit, *USS DuPont* (DD 941) passes under Sydney bridge.





Septar, Navy's waterborne target craft.

Septar Is Target

VC 6, "The Target Squadron"—better known by its motto of "Skeet for the Fleet"—is proud of the fact that it has introduced one of the Navy's newest targets. Its name is *Septar* and it is a waterborne target used for both ship and aircraft target exercises.

It is an 18-foot fiber glass boat especially equipped for use as a radio-controlled, medium to high speed surface target to be used for both surface-to-surface and air-to-surface gunnery.

Septar is joining the other targets of Fleet Composite Squadron Six, namely the *Firefish* waterborne target, the QM-56 target tank and the *Ventura* MQM-36A aerial drone.

Larger, better equipped and faster than *Firefish*, *Septar* has a degree of maneuverability comparable to that of a modern day PT boat, and this is what it has been designed to simulate. It is used to sharpen the Fleet's gunnery at high speed surface targets, so that if the occasion should arise, the Fleet could cope with any threat that a craft such as a PT boat could pose.

The new target boat is capable of remote control operation of eight to ten hours' duration, at speeds of 30 to 40 knots without refueling. The equipment that is used for the

remote control can be located either on land, aboard ship or in an aircraft.

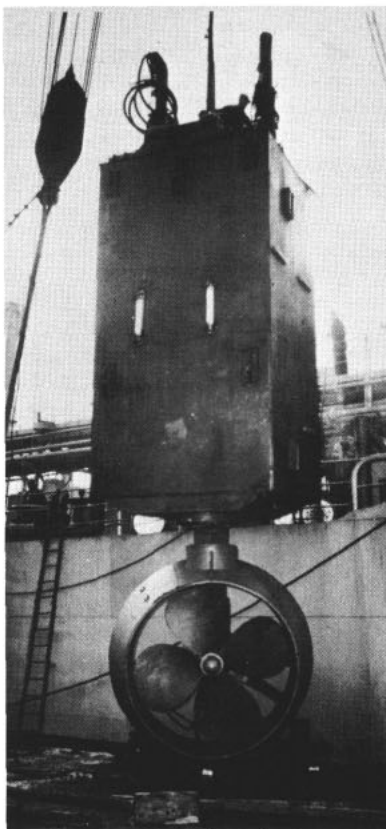
Septar tests have shown a top speed of approximately 45 knots in sea state one. The target craft is powered by a 289-cubic-inch V-8 engine with an inboard-outboard propulsion system. *Septar's* first operational commitment in the Atlantic Fleet is during this year's annual Springboard operation.

Automatic Position Keeping

Is the anchor obsolete?

Not yet. But recent Navy tests of a computer-controlled automatic position-keeping system might indicate that it's only a matter of time.

The system, installed on the research ship USNS *Mission Capistrano* (AG 162) of the Office of Naval Research, has been undergoing tests for the past two years. It has successfully kept the ship in position in deep water, amid strong, gusty winds and high seas.



ON THE SPOT—Computer-controlled automatic position-keeping system is lifted aboard the ONR research ship USNS *Mission Capistrano* (AG 162).

Mission Capistrano has been used for several years by ONR in Project Artemis, a long-range research program on underwater acoustics. To fulfill her part of the experiments, the ship operates a large sound source underwater—while keeping a precise position.

At first, the 524-foot vessel maintained position by using anchors or tugs, aided by a thruster installed in the bow. But the results were unsatisfactory. Besides, the tugs were limited by weather and were expensive to operate.

Some new way had to be found to keep her in one spot.

The system that was devised is built around two 1250-horsepower electric propulsion units which fit into elevator trunks in the ship. Extending from the bottom of each unit is a seven-foot propeller, pointing horizontally. Since the trunks run through the hull, the propellers can be extended into the water below. The units can rotate in a full circle, to point the propellers toward any point of the compass.

A computer, working with signals received from an acoustic beacon on the ocean floor or from Loran C, determines the ship's deviation from her intended position. Then it turns the propulsion units in the proper direction and activates them to bring the ship back to the right place.

Results of one typical test show how successful the system is. The ship was in 13,000 feet of water, with five-foot seas and 11-foot swells, winds averaging 26 knots and gusting to 35. Her average deviation from the desired position was 142 feet. Peak deviation was 241 feet.

The propulsion units can also be run semiautomatically—the computer keeping the ship on a constant heading, while an operator corrects the position by working a joy stick. Or the operator can choose to control the units manually, with no help from the computer.

The system was specifically designed for *Mission Capistrano's* present research job; nevertheless, it's not hard to imagine uses for it in warships of the future.

It may not replace the anchor. But of course, they never thought steam would replace sails.

New Construction

Here are some of the most recent happenings, construction-wise, in the Fleet:

- A new amphibious cargo ship, *uss Charleston* (LKA 113), has joined the Fleet.

First of her class, the 18,666-ton *Charleston* was commissioned on 14 Dec 1968. Her dual role enables her to carry 200 combat-equipped troops in addition to a 330-man crew. She measures 575 feet, six inches, with an 82-foot beam.

To deliver her cargo and troops, *Charleston* carries 18 LCM-8s and a fleet of small continuous track vehicles.

- Sliding down the ways at San Pedro, Calif., was *Harold E. Holt* (DE 1074), a tribute to Australia's late Prime Minister who placed great emphasis on that country's friendship with the United States.

Twenty-third of the *Knox* Class DEs, she was launched by Dame Zara Bate, D. B. E., of Melbourne, widow of the prime minister

In addition to DE 1074, the U. S. Naval Communications Station at North West Cape, Australia, has been named in Holt's honor.

- The widow of the commanding officer of the submarine *uss Thresher* (SSN 593), lost at sea in 1963, christened the nuclear attack submarine *Flying Fish* (SSN 673) on 17 May at Groton, Conn.

Keel for the 290-foot, 4200-ton boat was laid in June 1967. She is named after the World War II submarine *Flying Fish* which destroyed 58,000 tons of enemy shipping in the Pacific.

At the time of the launching, the Navy had 82 nuclear submarines, 41 attack and 41 *Polaris* missile subs.

- The first ship of a new class of destroyer escorts was commissioned in Bremerton, Wash., on 12 April.

She is *uss Knox* (DE 1052), prototype of 46 planned DEs.

Stretching 438 feet, with a beam of 46 feet, the 4100-ton ship is manned by 15 officers and 205 crewmen.

She is the first ship to bear the



USS Hawkbill (SSN 666) enters water during launching ceremonies at San Francisco Bay Naval Shipyard.

name of Commodore Dudley Wright Knox, a naval officer who distinguished himself in battles during the Spanish-American War and World War I. During World War II, he served as a naval historian compiling many of the records now filed in the Office of

Naval History in Washington, D. C. The commodore died in 1960.

uss Knox has been assigned to Destroyer Squadron 11 and will call Pearl Harbor home port.

New Too

Recent Fleet acquisitions include the commissioning of the nuclear powered submarine *uss Sunfish* (SSN 649), at Quincy, Mass.

An attack submarine of the *Sturgeon* class, *Sunfish* has an overall length of 292 feet, a 32-foot beam, and displaces 4060 tons.

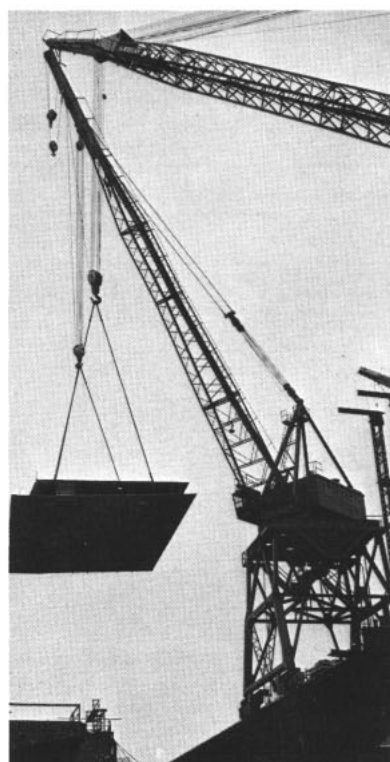
The dock landing ship *uss Anchorage* (LSD 36) was commissioned at Norfolk Naval Shipyard, in Portsmouth, Va.

The 13,700-ton *Anchorage* is capable of speeds of over 20 knots. She is 533 feet long.

After fitting out at the Norfolk yard, *Anchorage* will leave for San Diego, to be homeported there as part of the Pacific Fleet Amphibious Force.

Construction of the amphibious assault support ship *Pensacola* (LSD 38) was begun at Quincy, Mass., with the laying of a 58-ton keel section. *Pensacola* will be 555 feet long, have a beam of 84 feet, and displace 13,650 tons. She is scheduled to be delivered in 1970.

Keel is laid for Pensacola (LSD 38).



bulletin board

Several Doors to Commissions Are Now Open

IF YOU WANT to get ahead in the world, consider the possibility of obtaining a commission. For enlisted Regular Navy men and Reservists on active duty, there are a number of programs which lead to a commission in the U. S. Naval Reserve.

Here is a rundown on the qualifications for these officer candidate programs and the designators for which applicants are particularly desired:

Officer Candidate School Program: This program provides 18 weeks of officer indoctrination training for selectees at Newport, R. I. Selectees in pay grade E-4 and below are designated officer candidates, and advanced to grade E-5 upon reporting to the U. S. Naval Officer Candidate School.

Selectees in pay grades E-5 and above are designated as officer candidates in their grade.

Staff Corps and Nuclear Propulsion Officer Candidates—Submarine (NUPOC-S) Program OCS graduates receive additional specialized training after they are commissioned.

NUPOC-S appointees must serve for four years after they are commissioned. Other appointees must

serve for three years as commissioned officers and all must retain their Naval Reserve commissions for six years.

Applications may be made by men in the following designations: Line Officers—1105, 1105S (NUPOC-S), Restricted Line Officers—1405, 1535, 1615, 1635 and Staff Corps Officers—3105, 5105, 2305.

Officer Candidate (Women) Program: Provides 16 weeks of training at Newport for candidates who, when selected, are designated officer candidates in their pay grades provided they are not lower than E-2.

After the first eight weeks of training, those who successfully complete their studies are commissioned as ensigns of the unrestricted line in designator 1105 or in the Supply Corps in Designator 3105.

All candidates then receive an additional eight weeks of officer indoctrination.

Aviation Officer Candidate Program: Provides pilot training for selectees who are then designated aviation officer candidates and temporarily advanced to pay grade E-5 while taking indoctrination training.



After successfully completing about 16 weeks of AOCS and Primary Flight Training at Pensacola, candidates receive an ensign's commission in the U. S. Naval Reserve.

After completing about 13 to 15 months of flight training, which is given after commissioning, candidates are designated Naval Aviators (1315) and are obligated to serve on active duty for three and one-half years after their designation.

Naval Aviation Officer Candidate: Provides training which leads to final designation as Naval Flight Officer (1325) for selected applicants who are designated officer candidates. These selectees are temporarily advanced to pay grade E-5 during indoctrination training and, after about 16 weeks of training at Pensacola, are commissioned ensigns in the U. S. Naval Reserve (1375). Students then continue in training for assignments as Naval Flight Officer (1325) in multi-engine or jet aircraft.

Those who do not make the grade revert to their original or extended periods of obligated service.

All applicants must be citizens of the United States and those who want Naval Security Group duties (designator 1615) must be citizens by birth and may not have questionable foreign family connections.

Selection for all programs is made from applicants in the following age groups, although the maximum ages shown may be adjusted somewhat, depending on the applicant's active military service. No such adjustments may be made, however, for AOC or NUPOC-S applicants.

Program	Minimum Age	Maximum Age	See Note
OCS	19	27½	1
NUPOC-S	19	26½	1, 3
OC(W)	20	27½	1, 3
AOC	19	26	2, 3
NAOC	19	27½	1, 3

NOTES:

1. Ages as of time of commissioning.
2. Ages as of time of submission of application.
3. Candidates for this program are especially desired.

Applicants for all officer programs must have a baccalaureate degree from a regionally accredited college or university and, in addition, there are special requirements for the following designators:

The NAOC-AI 1635 Program leads to duty in the field of air intelligence. An educational background is desired in forestry, geology, geography, architecture, geodesy, mathematics, automatic data processing or civil engineering.

1105 (Nuclear Propulsion Officer Candidates — Submarine): Applicants must have a baccalaureate degree and have had at least one year of college level physics, and also mathematics through integral calculus in which their grade point average cannot have been less than B minus. If you have majored in physics, mathematics or engineering, you must have at least a C average in your technical courses.

Training after OCS consists of Nuclear Power School, Nuclear Power Training Unit and Submarine

School. All applicants will be personally interviewed by the Director, Division of Naval Reactors (AEC).

All candidates for officer training must be physically qualified in conformance with the *Manual of the Medical Department* and AOC applicants must be both physically qualified and aeronautically adapted to control aircraft.

The service qualifications are simple. Applicants must be serving on active duty in an enlisted status in either the Regular or Reserve components. They must be entitled to an honorable discharge and, of course, be enlisted.

Complete and official information on the U.S. Naval Reserve Officer Programs which are open to active duty enlisted personnel can be found in BuPers Inst 1120.35D of 4 Apr 1969.



Additional PO3 Exams Scheduled, Future Advancements Will Be in Three Increments

If you didn't make 3rd class on the last test, now you'll only have three months to wait before you can try again.

The PO3 exam, which previously was held only in February and August, will now be given four times a year—in February, May, August and November.

The new quarterly schedule began with the special PO3 test this May. It applies only to the examination for PO3. Tests for PO2 and above will still be held only in February and August.

Advancement from the exam this May was in four increments: June through September.

But from now on, there will be three monthly increments from each test. Men who pass the August exam may be advanced in October, November or December. From the November test, increments will be January through March; from the February exam, April through June; and from the May exam, July through September.

Time-in-grade waivers are still being given. The only grade requirement in most cases is being in pay grade E-3 at the time of the test.

Since regular tests will be three months apart, there

bulletin board

will not be late or substitute exams for PO3 in the future.

The new schedule has advantages both for the man and the Navy. It allows the man to advance faster—if he's got what it takes. And it gives the Navy a more even input into the petty officer ranks.

It doesn't mean that it will be easier to make PO3. No matter how often the exams are given, you'll still have to know your rating.

Sheepskins Are In

When you see somebody reading a book at the U. S. Naval Facility, Ramey Air Force Base, Puerto Rico, it's probably a textbook, not a novel.

And when someone in the wardroom mentions the Master's, he's likely to mean the college degree rather than the golf classic.

Nine of the naval facility's 12 officers either have their master's degrees or are working on them. A quarter of the enlisted men have done a substantial

amount of college work; several are still taking courses.

Continuing their education has been easy for the NavFac men, since a branch of Inter-American University is on base. But the statistics indicate that if the school weren't there, they would start one themselves.

One-Year Deadline Redefined For Disability Insurance

Hope it never happens, but . . .

If you ever become eligible for special GI life insurance because of a service-connected disability, you may apply for the coverage any time after your separation, but it must be within one year after the Veterans Administration notifies you of your disability rating.

This amounts to a change to the definition of "one year" for purposes of coverage under the special National Service Life Insurance program (NSLI).

Previously, an application had to be submitted within one year after the VA determined the disability rating of the veteran concerned. This meant, in some cases, that part of the year was used up before the veteran knew he had to make a choice.

Henceforth, you still face a one-year deadline to apply for the special NSLI coverage, but the year does not begin until the date of notification that VA clarifies in its letter to you.

In other words, you'll have a few more days or weeks to decide whether you want the coverage.

The VA says that for a disabled veteran to be eligible for NSLI coverage, he must be in good health except, of course, for his service-connected disability.

Special VA insurance under NSLI is available only for members who do not already have NSLI coverage, since no one may hold more than \$10,000 of NSLI insurance.

Any insurance purchased under the NSLI special program is in addition to any insurance converted under the Servicemen's Group Life Insurance (SGLI) program.

New Housing

A contract was awarded on 28 Feb 1969 for a new 100-unit family housing project to be constructed at the Philadelphia Naval Base. It is one of several Defense Department-sponsored dwelling "turn-key" projects slated for construction within the next few years.

Award of the first Defense turn-key project for 36 units at the Naval Hospital Oakland was made on 5 Feb 1969.

Construction of the new dwellings in Philadelphia includes the first new officer family housing made available on the base in more than two decades, and the first enlisted family housing to be located within the main portion of the base.

Designed as traditional brick Philadelphia townhouses, the new quarters will provide 60 three-bedroom units for junior officers and 40 four-bedroom enlisted men's units.

Contract completion date is set for January 1970 in Philadelphia and March 1970 in Oak Knoll.



Sometimes it seems as if every ship and station public affairs office must keep one man busy, day and night, thinking up new kinds of records to claim. Almost every day we receive news releases telling how some ship has broken the record for gallons of ice cream consumed in the mess decks during a cruise, or how it has the most left-handed bos'n's mates in the Atlantic Fleet.

Most of the claimed records would be hard to substantiate. But we doubt that anyone will dispute this first:

First man to unicycle "around the world": Lieutenant John E. Mander of Antarctic Development Squadron Six. The squadron says LT Mander did it by riding his one-wheeler in a circle around the geographic South Pole at the U. S. Amundsen-Scott Pole Station.

Quite a few people have circled the world in the same easy way. One, we recall, did it in 36 seconds. But he had an advantage; he was in a motor vehicle.



Armed Forces Expeditionary Medal Awarded to Units in Korean Area

THE ARMED FORCES Expeditionary Medal has been authorized by the Chief of Naval Personnel for members of units which served in the South Korean area in early 1968 and some other specified periods.

According to BuPers Notice 1650 of 24 Apr 1969, all members of the armed forces who were attached to the units listed below during the periods given, or any part of those periods, may wear the medal.

Since this award is not for Vietnam service, it does not conflict with wearing of the Vietnam Service Medal. Those who rate the Vietnam medal may wear

both it and the Armed Forces Expeditionary Medal, as long as they earned the AFEM for service outside Vietnam.

Commanding officers of eligible units will order the medal from Navy supply channels for distribution to the crew.

For a list of other actions for which the AFEM is authorized, see ALL HANDS, February 1969, p. 61.

If you served in any of the units listed below between 28 January and 22 Mar 1968, you are eligible for the AFEM (or a bronze star on the ribbon, if you've already earned the medal in a previous action).

Commander Anti-Submarine Warfare Group
One (Staff)
Commander Anti-Submarine Warfare Group
Five (Staff)
Commander Carrier Division One (Staff)
Commander Destroyer Division 42 (Staff)
Commander Destroyer Division 92 (Staff)
Commander Destroyer Division 213 (Staff)
Commander Seventh Fleet (Staff)
Aludra (AF 55)
Arlington (AGMR 2)
Banner (AGER 1)
Blue (DD 744)
Bradley (DE 1041)
Brooke (DEG 1)
Buck (DD 761)
Canberra (CA 70)
Chara (AE 31)
Chicago (CG 11)
Collett (DD 730)
Coral Sea (CVA 43) and Attack Carrier Air
Wing 15
Dewey (DLG 14)
Enterprise (CVAN 65) and Attack Carrier
Air Wing 9
Everett F. Larson (DD 830)
Fleet Tactical Support Squadron 50
Frank E. Evans (DD 754)
Gurke (DD 783)
Herbert J. Thomas (DD 833)
Higbee (DD 806)
James C. Owens (DD 776)
James E. Kyes (DD 787)
John A. Bole (DD 755)
John R. Craig (DD 885)
John W. Thomason (DD 760)
Kearsarge (CVS 33) and Carrier Anti-
Submarine Air Group 53
Lofberg (DD 759)
Lynde McCormick (DDG 8)
Mars (AFS 1)
Navasota (AO 106)
O'Bannon (DD 450)
Ozborn (DD 846)
Passumpsic (AD 107)

Perkins (DD 877)
Platte (AO 24)
Preble (DLG 15)
Providence (CLG 6)
Ranger (CVA 61) and Attack Carrier Air
Wing 2
Rogers (DD 876)
Rowan (DD 782)
Sacramento (AOE 1)
Strong (DD 758)
TACC, Osan AF, ROK
Taussig (DD 746)
Task Group 72.4 (CFAW 6)
Ticonderoga (CVA 14) and Attack Carrier
Air Wing 19
Tolovana (AO 64)
Truxtun (DLGN 35)
Walke (DD 723)
Yorktown (CVS 10) and Carrier Anti-
Submarine Air Group 55
1 Oct 66—Open
Commander in Chief U. S. Command/
Commander U. S. Forces, ROK
Commander Naval Forces, Republic of
Korea
Chief Provisional Military Assistance
Advisory Group, Republic of Korea
Chief U. S. Naval Advisory Group, ROK
Navy Complement, Naval Advisory Group,
ROK
Military Sea Transportation Service Office,
Pusan
Military Sea Transportation Service Office,
Inchon
American Embassy, Seoul
Senior U. S. Liaison Attache, Republic of
Korea
2 Apr 68—Open
Defense Communication Agency, Republic
of Korea
18 Feb 68-8 Jun 68
Communication Package #5
28 Jan 68—Open
ATCU 100A, Ser 09

bulletin board

Regulations on Dislocation Allowances for Navymen Without Dependents Are Clarified

Entitlement to dislocation allowances for Navymen without dependents, when government quarters are inadequate, has been clarified by recent rulings by the Pier Diem, Travel and Transportation Allowance Committee.

According to OpNavInst 11012.2A of 28 Sep 67, government quarters which do not meet minimum standards are declared "inadequate" by the base commanding officer. Servicemen without dependents assigned to the base are not required to live in such quarters, except in case of "military necessity"—that is, when there is no off-base civilian housing, or when the man's duties make it essential for him to live on base.

NavComptNote 7220 of 18 Apr 69 reports the following rulings on entitlement to a dislocation allowance:

A service member without dependents is entitled to a dislocation allowance after he moves to private off-base civilian housing, even though he first occupies inadequate government quarters *temporarily*. This includes occupying inadequate quarters without knowing that they have been declared inadequate, and such occupancy was for a reasonably short period of time, then moving off base when he finds out; or voluntarily living in inadequate quarters for a few days while finding and moving into off-base civilian housing.

However, a member without dependents is not entitled to a dislocation allowance if he occupies inadequate government quarters on a *permanent* basis—whether for a short or long time—and then moves off base.

Also, he is not eligible for a dislocation allowance if he is not assigned government quarters at first, but shortly thereafter voluntarily takes the inadequate housing on a permanent basis. The exception to this

rule, however, is the member without dependents who lived in civilian housing and intended to stay, but had to move out because of unusual circumstances beyond his control.

If both husband and wife are in the service, adequate government quarters are not available to either of them, and they live together in private housing, both are entitled to a dislocation allowance as members without dependents.

If a member with dependents chooses not to move his family (although he is entitled to) when he is transferred, he is not eligible for a dislocation allowance as a member without dependents.

If you're in any of the above situations and think you rate a dislocation allowance, check with your disbursing office.

It Pays to Have Ideas

A senior chief engineman has been awarded \$1500 for his beneficial suggestion of a hydraulically controlled unit for retrieving landing craft from the water.

Harold I. McHenry submitted his idea in 1968 while serving at the Naval Amphibious Base, Coronado, Calif. After receiving an initial award of \$300 last August, his suggestion was reviewed again three months later. It was determined that his design would save the Navy an estimated \$412,000 the first year, so the Chief of Naval Operations authorized Senior Chief McHenry's award to be raised \$1200.

The chief engineman, now serving aboard the tanker *uss Genesee* (AOG 8), designed the multipurpose retrieving unit to hoist various types of small landing craft. Previous units were not hydraulically operated. Furthermore, they had to be handcrafted since the commercial market offered no standard equipment of this type versatile enough to handle various small boats.



Ideas Are Good Only If Put to Work

What's a good idea worth?

Plenty, if you put it to work, as did Tradesman 1st Class Gerald W. Smidt, who suggested a new computer maintenance program for the Fleet Submarine Training Facility at Pearl Harbor.

The payoff:

- Better maintenance for the school's submarine training devices.
- An improved training program.
- A reduction of 734 man-hours per year.
- Annual savings of \$4250 in material.
- A cash award of \$415 to Smidt for his beneficial suggestion.

Interested? SecNav Inst. 1650.24A, in your personnel office, provides the pertinent details.

Increase in Diving Pay Goes into Effect

Navy divers, including advanced students, received a 10-dollar-a-month raise in diving pay effective 28 April. Medical Deep-Sea Diving Technicians (NEC 8493) did even better with \$20.

The following specialties (with NECs in parentheses) had their diving pay raised from \$100 to \$110: Man in the Sea (MITS) Diver (5311), Master Diver (5341), Explosive Ordnance Disposal Technician (5332), and Underwater Demolition Team Swimmer/Explosive Ordnance Disposal Technician (5322).

A Diver 1st Class (5342) now receives \$100 instead of \$90.

Medical Deep-Sea Diving Technician (8493) went from \$80 to \$100.

The Underwater Demolition Team Swimmer (5321) and Special Operations Technician (8492) got a raise from \$80 to \$90.

These specialties got raises from \$55 to \$65: Diver 2nd Class (5343), Underwater Photographer (8136), and Scuba Diver (5345).

Also raised from \$55 to \$65 was the diving pay for some students. An enlisted man who is performing



diving duty under instruction at the Naval School, Deep-Sea Divers, in a course above the level of Diver 2nd Class, may receive \$65 a month, unless he is entitled to a higher rate of pay.

The pay raises were announced in Interim Change 29 to the *Department of Defense Military Pay and Allowances Entitlements Manual*.

Here's Your Pay Raise

ALL MILITARY PERSONNEL will receive a 12.6 per cent raise in basic pay effective on 1 Jul 1969. This is the third in a series of three raises provided for in the military pay law passed by Congress in 1967. These raises were designed to keep military pay abreast of pay for other government employees who were scheduled to receive substantial raises in 1967, 1968 and 1969 to bring the civilian salaries up to lev-

els close to those being offered workers in the private sector of the national economy.

This 12.5 per cent raise is the largest across-the-board raise in basic pay voted for the military since the Career Compensation Act was passed in 1949. The new rates for all pay grades are shown in the following table.

Check the Basic Pay Table below:

RANK OR PAY GRADE	NEW TABLE OF ACTIVE DUTY SERVICE PAY, JULY 1969 MONTHLY BASIC PAY (Based on Cumulative Years of Service, Active and Inactive)														
	2 Yrs. or Less	Over 2 Yrs.	Over 3 Yrs.	Over 4 Yrs.	Over 5 Yrs.	Over 6 Yrs.	Over 7 Yrs.	Over 8 Yrs.	Over 9 Yrs.	Over 10 Yrs.	Over 11 Yrs.	Over 12 Yrs.	Over 13 Yrs.	Over 14 Yrs.	Over 15 Yrs.
O-10*Admiral															
O-9 Vice Admiral															
O-8 Rear Admiral (Upper Half)															
O-7 Rear Admiral (Lower Half)															
O-6 Captain															
O-5 Commander	\$715.50	\$840.90	\$898.20	\$898.20	\$898.20	\$898.20	\$898.20	\$898.20	\$898.20	\$898.20	\$898.20	\$898.20	\$898.20	\$898.20	\$898.20
O-4 Lieutenant Commander	603.60	734.40	783.90	783.90	783.90	783.90	783.90	783.90	783.90	783.90	783.90	783.90	783.90	783.90	783.90
O-3**Lieutenant	561.00	627.00	669.60	741.60	776.70	804.90	848.10	890.40	912.00	912.00	912.00	912.00	912.00	912.00	912.00
O-2**Lieutenant (Junior Grade)	449.70	534.00	641.40	662.70	676.50	676.50	676.50	676.50	676.50	676.50	676.50	676.50	676.50	676.50	676.50
O-1**Ensign	386.40	427.80	534.00	534.00	534.00	534.00	534.00	534.00	534.00	534.00	534.00	534.00	534.00	534.00	534.00
O-3 Credited with over 4				741.60	776.70	804.90	848.10	890.40	912.00	912.00	912.00	912.00	912.00	912.00	912.00
O-2 years' active service				662.70	676.50	676.50	676.50	676.50	676.50	676.50	676.50	676.50	676.50	676.50	676.50
O-1 as enlisted members				534.00	570.30	591.60	612.90	634.20	662.70	662.70	662.70	662.70	662.70	662.70	662.70
W-4 Chief Warrant Officer	\$571.20	\$612.90	\$612.90	\$627.00	\$655.20	\$684.00	\$712.50	\$762.90	\$798.00	\$826.50	\$848.10	\$876.30	\$905.40	\$975.60	\$975.60
W-3 Chief Warrant Officer	519.30	563.40	563.40	570.30	577.20	619.50	655.20	676.50	698.10	719.10	741.60	769.80	798.00	826.50	826.50
W-2 Chief Warrant Officer	454.80	491.70	491.70	506.10	534.00	563.40	584.70	605.70	627.00	648.60	669.60	690.90	719.10	719.10	719.10
W-1 Warrant Officer	378.90	434.70	434.70	470.70	491.70	513.00	534.00	555.90	577.20	598.50	619.50	641.40	641.40	641.40	641.40
E-9† Master Chief Petty Officer															
E-8 Senior Chief Petty Officer															
E-7 Chief Petty Officer	\$342.30	\$410.10	\$425.40	\$440.40	\$455.40	\$544.50	\$648.90	\$663.90	\$679.20	\$694.20	\$709.50	\$723.60	\$761.70	\$835.80	\$835.80
E-6 Petty Officer First Class	294.90	358.20	372.90	388.20	403.20	469.80	484.80	500.40	522.60	537.30	552.30	559.80	597.30	746.40	746.40
E-5 Petty Officer Second Class	254.70	313.80	328.80	343.20	365.70	380.70	433.20	455.40	479.10	492.60	492.60	492.60	492.60	492.60	492.60
E-4 Petty Officer Third Class	214.20	268.50	283.50	305.70	321.00	321.00	321.00	321.00	321.00	321.00	321.00	321.00	321.00	321.00	321.00
E-3 Seaman, Etc.	155.10	216.30	231.30	246.30	246.30	246.30	246.30	246.30	246.30	246.30	246.30	246.30	246.30	246.30	246.30
E-2 Seaman Apprentice, Etc.	127.80	179.10	179.10	179.10	179.10	179.10	179.10	179.10	179.10	179.10	179.10	179.10	179.10	179.10	179.10
E-1 Recruit	123.30	163.80	163.80	163.80	163.80	163.80	163.80	163.80	163.80	163.80	163.80	163.80	163.80	163.80	163.80
E-1 Recruit (Less than 4 months) ..	115.20														

*While serving as chairman of the Joint Chiefs of Staff or Chief of Naval Operations, basic pay for this grade is \$2807.10 regardless of cumulative years of service.

**Does not apply to commissioned officers who have been credited with over four years' active service as enlisted members.

†While serving as Master Chief Petty Officer of the Navy, basic pay for this grade is \$1016.10 regardless of cumulative years of service.

bulletin board

Helpful Hints from the Bureau of Customs On the Subject of Gift Purchases Overseas

IF YOU PLAN to do any early Christmas shopping overseas this year, here are a few helpful hints passed on from the Bureau of Customs.

The rules of the U. S. Customs allow the free entry of gifts up to a value of \$10 at retail. There are, however, certain restrictions on gifts, and these you should be aware of before parting with your cash.

For instance, perfumes containing alcohol, or valued more than \$1 at retail, as well as tobacco and alcoholic beverages, are not included in the gift provision of Customs rulings and therefore are subject to duty.

Alcoholic beverages may not be sent through the United States mails.

Other restrictions:

The \$10 gift provision does not apply to gifts purchased by husband and wife traveling together and

sent home to each other, or for members of a group to send home gifts to each other. An item is entitled to duty-free entry only if it is a bona fide gift, completely unsolicited and unpaid for in any way.

Furthermore, the provision does not apply to items you might buy and send home to yourself, even if you intend to give them away later as gifts. A gift, as far as Customs is concerned, must be sent directly to the one who is to receive it if it is to be passed free of duty.

Here's one point to keep in mind. If you have received money as a gift, by law you may not purchase an article with that money and send it to yourself as a gift. The reasoning here is that the money was the gift, not the item purchased.

When you buy an article overseas and make arrangements to have it sent to you in the United States, then that article is dutiable, says Customs. In such cases, neither the \$10 duty-free gift exemption nor the \$100 duty-free exemption allowed a U. S. resident on his return may be applied.

New Guesthouses Are Added to Navy's Roster

The number of guesthouses and hotel and motel accommodations operated by the Navy has increased sevenfold in the past five years. Today, there are 35 locations (29 Navy and six Marine Corps) around the world where temporary lodging units are maintained for Navymen, their families and bona fide guests.

For an extensive listing of accommodations available that has remained generally unchanged, refer to the February 1968 issue of *ALL HANDS*. For a quick reference, here's the latest number of units and their locations as provided by the Navy Resale System Office:

Location	Units
NS Adak, Alaska	4
NS Kodiak, Alaska	10
NAS Alameda, Calif.	21
NAF El Centro, Calif.	7
NS Treasure Island, Calif.	2
NAS Cecil Field, Fla.	8
NAS Jacksonville, Fla.	18
NS Mayport, Fla.	18
NTC Orlando, Fla.	22
NAS Whiting Field, Fla.	9
NAS Pensacola, Fla.	8
NAS New Orleans, La.	4
NTC Bainbridge, Md.	29
NAS Grosse Ile, Mich.	7
NAS Lakehurst, N. J.	9
NAAS Fallon, Nev.	3
NH Philadelphia, Pa.	6
NAS Quonset Point, R. I.	25
NS Charleston, S. C.	22
NAS Beeville, Tex.	6
NAS Corpus Christi, Tex.	19

NS Washington, D. C.	44
NS Keflavik, Iceland	19
NHA Yokohama, Japan	97
FA Yokosuka, Japan	80
NS Midway Island	6
NS Argentia, Newfoundland	35
NS San Juan, Puerto Rico	103
NS Subic Bay, Republic of Philippines	20

Several additional guesthouses, hotels and motels have been approved by the Chief of Naval Operations, but are not fully operational as yet. These include hotel and motel accommodations at NAS Point Mugu, Calif.; NAS Brunswick, Maine; NAS Moffett Field, Calif.; and NH Oakland, Calif. A guesthouse is planned for NAS Memphis, Tenn.

The average length of stay at any of the accommodations, some of which include mobile homes and cottages, is 12 days. Generally, the maximum occupancy allowed is 15 days, but this may be extended an additional 15 days at the discretion of local commands.

Although accommodations are listed on a first-come, first-served basis, advance reservations are accepted by written request to the Navy Exchange Officer at the naval station concerned. Usually, facilities are open 24 hours a day to receive guests.

Looking into the future, the Navy Resale System Office is investigating the possibility of leasing additional mobile homes to augment their existing guesthouse program.

More than 660 temporary lodging units are now being maintained for Navymen and their families in the guesthouse program.



Perhaps you've heard of firms that send catalogs to individuals in the U. S. inviting orders. Some of them offer to send the goods as gifts. That's fine, except they are not considered as gifts by Customs whether you order the goods to be shipped to yourself or to some other person. To be entitled to the \$10 gift provision, the gift must be purchased in another country by you, and it must actually be a free and unsolicited gift.

It is worth noting that the gift provision applies only if the person on the receiving end does not receive more than \$10 worth of gifts in any one day. If more than \$10 worth of gifts arrive for one person, all are subject to duty. What's more, there would be no exemption for the first \$10 worth.

Splitting a single gift, such as a set of china, is taboo to avoid payment of duty. Nor is it advisable to send a combined shipment of gifts to several persons in one package, even though each gift may be valued at \$10 or less. It is much safer to send each gift separately.

The declaration you make on the package should state the actual value of the gift enclosed. Customs reminds us that understating the value is fraudulent and subjects the shipment to seizure.

Those are some of the Customs rules. If the value of a gift is more than \$10 at retail, duty will be charged; however, the duty is figured on the wholesale value of the goods.

By the way, there is no special provision for Christmas gifts. They, too, are subject to the \$10 limitation.

Billets Are Open in Many Ratings for Navy Men Volunteering for Vietnam Duty

If you want to be where the action is—and get a lot of extra benefits besides—the Navy has billets open for volunteers for Vietnam duty.

Men in the SK, EN and BM ratings are especially desired. First Class and Chief Petty Officer in certain ratings are needed for challenging responsibilities with the riverine force. Men from all ratings will be considered for general duty.

Why would you want to volunteer for Vietnam? Here are some of the benefits you can receive:

- Preferential consideration for reassignment on completion of your tour.
- Hostile fire pay (\$65) for each month or any six days thereof.
- Total exemption of all wages from income taxes.
- Special non-chargeable 30-day leave and free transportation to and from anywhere in the Free World if you extend your tour six months or more.
- 10 per cent interest on savings deposits.
- Transportation of dependents and household goods to any location in CONUS, if you're otherwise eligible.
- Field advancement if assigned to in-country activities designated by ComNavForV.
- Authorized accumulation of up to 90 days' leave.
- Award of the Vietnam Service Medal.
- Award of the Republic of Vietnam Campaign Medal with device.

Seabees Train Vietnamese

Seabees of the 121st Mobile Construction Battalion are teaching their Vietnamese counterparts new ways to use and maintain construction and power tools.

The trainees are absorbed into the Seabee battalion and are subject to the same discipline and receive the same privileges as their American mentors. Each Seabee teacher has a Vietnamese buddy to whom he imparts the secrets of his skills.

When the Vietnamese students arrive, the Seabees usually find them overspecialized in the operation of only one piece of equipment. The Seabees teach them to operate and maintain a variety of machines.

The Vietnamese are enthusiastic students and the Seabees find their counterparts are top quality people who learn quickly and easily fit into their Seabee surroundings.

- Free letter mailing and special customs privileges. If you're interested, here are more details.

For duty with the PBR riverine force, CPOs and POs with at least six years of service are needed in the following ratings: BM, QM, SM, RD, TM, GMG, MN, AB and AO. They will be assigned to duty as needed as boat captains and patrol officers. In addition, CPOs and POs in other ratings who are recommended by their commanding officers will be considered for this duty.

For general duty in Vietnam or on Vietnam-based non-rotated ships, volunteers in pay grade E-2 and above are needed in these ratings:

BM, QM, SM, RD, GMG, ET, RM, YN, PC, PN, SK, DK, SH, CYN, DP, CS, MM, EM, EN, DC, SF, EA, CE, EO, SW, CM, BU, UT, DT, HM.

Men in other ratings will be put on the list for consideration, should requirements dictate. Wave volunteers are not desired.

Volunteers should be at least 18, have 16 months of obligated service before transfer from present duty, have a minimum of six months' naval service, be physically qualified, and be recommended by their commanding officer.

In addition, they must have completed two years on sea duty or one year on shore duty, unless recommended for earlier transfer by the commanding officer. However, men in the BM, EN, and SK ratings are required to complete only one year of sea duty to be eligible.

Requests are to be submitted by letter, via the commanding officer and the appropriate Enlisted Personnel Distribution Office, to the Chief of Naval Personnel. Names of qualified men will be entered on the Master Vietnam Volunteer List, from which the men will be assigned as required. Requests will not be acknowledged.

More detailed rules and a sample letter of request are found in BuPers Note 1306 of 24 May 1969.



Your State, Your Car, and You

AN AUTOMOBILE may be one of the handiest tools for living a man can acquire. It may also become a real problem when you are a Navyman who can reasonably expect to make a number of moves during your career.

Each change of duty station usually means a transfer to a new state. If you have only yourself and your car to worry about, it's not too bad. But if you're married, it becomes more complicated. If you're going overseas on an unaccompanied tour, you and your wife may each face a set of different car problems. If you're taking your family and car with you, you're faced with another. In any event, it's decisions, decisions, all the way.

For one reason or another, almost every locality has devised a set of rules governing automobiles which vary slightly from the adjacent area. These rules are not really the bewildering hodgepodge you might think. There's a pattern of sorts.

On these pages, we have attempted to discern a central theme among those auto laws which may be significant when you move from one jurisdiction to another and, once that has been established, to point out in the table which follows, the variations on that theme. We have not attempted to discuss the auto laws of foreign countries, nor do we consider special laws relating to trucks, trailers and motorcycles. The relevant rules of the 50 states, plus those of the federal government, are more than enough to keep us occupied.

ONE POINT of considerable importance is that of registration.

Loosely defined for this discussion, auto registration

RULES OF

refers to the necessary legal steps taken to establish the fact that a car is yours and is licensed to be driven for a given registration year. This usually is done by presenting a bill of sale or certificate of title to the proper authorities who thereupon "register" the car in your name.

If you do not pay cash in full for your car, the lender may hold a lien on the car until your loan is paid. To protect his lien on your car, it is customary for him to retain the certificate of title until the loan is paid, whereupon he turns the title over to you. To establish your ownership of the car, you are given a bill of sale.

One word of caution here: A car without a valid bill of sale or title is well-nigh worthless to you. You can't buy license tags for it, nor can you sell it. You're stuck with a car you can't drive on a public highway.

To resume: Customarily, you apply for your license tags at the same time you register your car and, after a few days' wait, you receive tags and a new registration certificate. This certificate generally must be carried in the car or on your person whenever the car is driven, and must be produced for inspection when requested by competent authority.

All states require that you pay a license and registration fee or tax (the amount varies widely from state to state) and the fact that you did so is shown by the issuance of new license tags and a new registration card. On a given date (which again varies widely from state to state) the validation of the old tags expires and the new tags become current.

ALL THIS sounds simple, and is. However, there are complications, many of which revolve around the question of where you legally reside while you are in

the military service. There's a big legal difference between "residence" and "domicile."

At the risk of oversimplification, you may consider your state of residence as the state in which you are currently living. (And from now on, we're going to call it your "duty state.") In the course of your naval career, it is probable that you will live in any number of duty states. It is not necessary that any one of them becomes your domicile.

Your domicile is the state which you consider to be your permanent home and to which, whenever you are absent therefrom, you intend to return. This may, but need not be, the same as your duty state. As protected by the Soldiers' and Sailors' Civil Relief Act, your home state is your domicile as long as you are on active duty in the armed services. No matter

within the time prescribed for other residents. But again, you usually have the choice of registering your car in your home state or in your duty state. Generally, you may not register it in some third state.

Also:

- Your car registration must be renewed annually; deadlines vary by states.

- If you register your car in your home state, all the necessary fees, licenses and taxes must be paid to that state. It's an all-or-none situation. You can't pick and choose which laws you will follow, which fees you will pay. More on taxes later.

- Your operator's permit (driver's license) must be kept up to date.

- If you use license plates and driver's license from your home state, your duty state might require you to display a special tag or sticker, which normally is free or available for a small handling charge.

- If you register your car in your duty state, generally you must comply with all local registration laws, obtain a driver's license from that state, and meet inspection, insurance and other requirements.

ALTHOUGH the Soldiers' and Sailors' Civil Relief Act offers you some protection in regard to motor vehicle laws, it does nothing for your dependents. Your wife, for example, may be required to obtain a driver's license in your duty state, even though the family car bears the registration of your home state.

Of course, it is general practice among the states to permit nonresident drivers to use the highways of a state for a certain period without requiring them to register their vehicles in the state. But there's a time limit, which varies from state to state.

In short, if the car is registered in your wife's name and if she lives with you in your duty state, she usually must obtain a driver's license and register the car locally within a limited period. The same may apply if the car is owned jointly.

STATE LAWS also generally require motorists involved in an accident to file a report. Most states have established a minimum damage cutoff point in which

THE ROAD

how long you may be physically absent from your home state, you do not lose it as your domicile unless you choose to make some other state your domicile and are physically present in the latter for some "considerable period," depending on the state.

It is legally impossible not to have a domicile, and it is not legally possible to have two domiciles.

And from now on, we're going to call the state of your domicile your "home state."

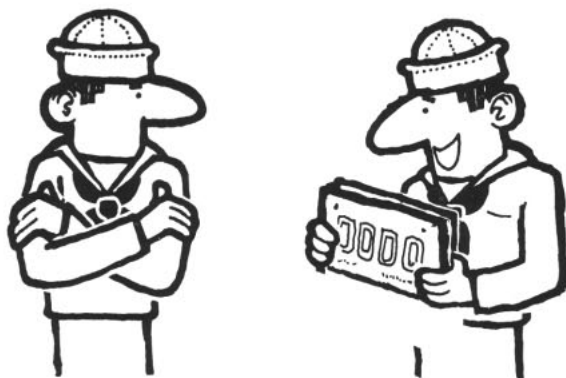
TO RETURN to the matter of registration:

In January 1966, the Supreme Court clarified portions of the Soldiers' and Sailors' Civil Relief Act on laws pertaining to auto registration and the word on this, relayed to the Fleet in JAG Inst. 5840.5 (ALL HANDS, November 1966), stated that:

- A serviceman who has not registered his car and obtained license plates under the laws of his home state may be required by a duty state to register and license the car under its laws.

This means that when you are ordered to duty outside your home state, you may, if you wish, consider yourself a resident of the duty state for purposes of motor vehicle registration and driver's license. However, if you have current auto registration and driver's license from your home state, you may not be compelled to acquire them in your duty state.

Here you may find it handy to note that many states have special laws which accommodate servicemen who are domiciled in that state, but are temporarily absent on active duty. Such laws may, for example, provide extensions of time or reductions of fees when it is difficult for you to, because of your absence, comply with your home state's motor laws





the accident need not be reported to the police, but as this amount is usually quite small (\$50 or \$100), and it's usually difficult to get involved in any accident for less than this sum, it's wise to play safe and report any accident.

Where death or injury is involved, it is of course absolutely necessary to notify the local police, sheriff or highway patrol by the quickest means available. Under no circumstances should you leave the scene of a major accident without having notified the responsible authorities.

Further, where death, injury or property damage is involved, the safety-responsibility laws of most states require that separate reports be filed within a specified period so that security may be posted for claims arising out of the accident.

You are strongly advised to learn your legal duties in connection with accident reporting. It usually is not good enough to rely on the other driver to make the report or to call the police to investigate at the scene of the accident.

YOU ALSO should understand the financial responsibility laws which apply to your liability for damages due to negligent driving. Basically there are three types of laws now in force throughout the United States.

- Security-type laws require that, following the report of an accident, each driver or owner of the vehicles involved must show his ability to pay any damages which may be charged to him in litigation or negotiations which follow the accident.

- Future-proof laws usually require that a similar showing of financial responsibility be made by persons who have been convicted of certain serious traffic offenses or who have failed to pay a judgment against them for damages arising out of an accident.

- Compulsory-insurance laws require that you annually file proof of financial responsibility before and as a condition of vehicle registration.

In all three types of laws, the penalty for failure to comply is usually suspension of the driving privilege and vehicle registration of the persons involved.

Minimum requirements of financial responsibility usually are expressed in terms of the amounts applicable to death or injury of one person, death or injury of more than one person, and property damage, in that order. For example, the amounts might be \$5000/\$10,000/\$5000, respectively. This responsibility is usually taken care of by an insurance policy.

ONE OTHER aspect of financial responsibility laws might well be considered here. "Arrest bond certificates" or similar certificates are available from various automobile associations and are honored in 21 states. Briefly, this is how one of the plans works:

You post your membership card and "arrest bond certificate" with the court. You then may leave the jurisdiction of the court and, if you choose to appear for trial, your membership card and certificate are returned to you or your automobile club. However, if you elect to forfeit your bond and do not appear for trial, the court notifies the automobile club. The club then arranges to pay the forfeit and in return receives your membership card from the court. You then reimburse the automobile club for the amount spent in your behalf, and your membership card is returned to you.

States which accept "arrest bond certificates" of the automobile associations in lieu of cash or surety bonds are: Arkansas, Florida, Georgia, Idaho, Iowa, Kentucky, Louisiana, Maryland, Michigan, Montana, Nebraska, New Mexico, Ohio, Oklahoma, Oregon, Pennsylvania, Tennessee, Utah, Virginia, West Virginia and Wisconsin.

All these states accept the certificates for amounts



Questions on Licenses Issued By Armed Forces

If you have a driver's license issued by the Armed Forces, consider it a permit which identifies you as someone who is authorized to operate a government-owned vehicle on official business. Your military license is not recognized for use in the operation of private passenger cars.

Also, special license plates issued by the U. S. Armed Forces overseas may be used in most states only while traveling from a U. S. port of entry to your home state or duty state. You must then register your car as prescribed by the laws of either state.

If you travel with special overseas plates, you should take care to learn what time limits, if any, apply to the use of the plates in the states you visit.



up to \$200, except West Virginia (up to \$500) and Montana (up to \$100).

States which do not have mandatory acceptance of "arrest bond certificates" may accept them at the discretion of the magistrate who sets bail.

STATE TAX laws usually are based on the taxpayer's residence or "presence" in a state. This is the primary reason Section 514 of the Soldiers' and Sailors' Civil Relief Act was written to protect you from being taxed by two or more states in one year (when, for example, you are domiciled in and pay taxes to one state, but are living in another state on the day that taxes are assessed). Under the Soldiers' and Sailors' Civil Relief Act the sole right to tax your military pay and your personal property remains with your home state when you are absent from that state in compliance with naval orders.

With regard to auto registration in a duty state, you are protected from some local taxes, but generally

you must pay any non-revenue-producing tax which qualifies as a license, fee or excise.

But remember that if you own a car jointly with your wife, it usually must be registered in your duty state (assuming that's where you live). And, though it's true that the domicile (home state) of your wife generally is the same as your own, she is considered a separate entity for tax purposes. Therefore, she may be liable for taxes when you are not, and her share of jointly-owned property might be taxed locally.

In other words, personal property taxes, sales taxes and some other kinds of tax may be applicable to your dependents, but not to you. This means that if your wife has an income or owns property in her own right, such as an automobile, she may be liable for taxation in your duty state.

A TIP: Even though you know you should be exempt from local taxation in a duty state, that state's





tax authorities may want to question you concerning your liability. For example, you may be asked to prove that you are not domiciled in the state.

When this happens, cooperation will usually do you more good than harm. If you feel you are being subjected to taxes you should not be required to pay, or are faced with some related legal question, contact your local Judge Advocate or Legal Assistance Officer.

A seven per cent federal excise tax on your foreign auto — whether new or used — may be levied by the U. S. Government when the car arrives in this country. If you are liable for payment of the tax, you must file a Quarterly Federal Excise Tax Return (Form 720) with the Internal Revenue Service on or before the last day of the month following the calendar quarter during which you imported the car into the U. S.

This applies only in the case of cars imported on or after 15 Jan 1968. The tax may be levied in each of the following situations:

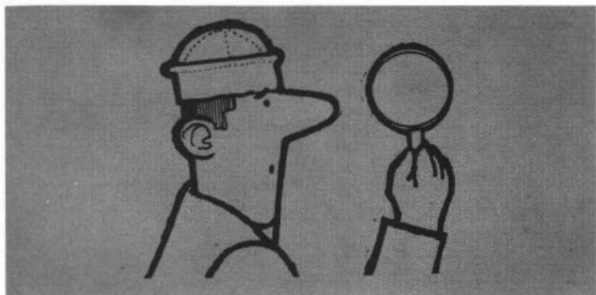
- Before departing the U. S. to visit a foreign country, you order a foreign-made auto to be delivered to you at your overseas destination (the so-called "tourist delivery plan"). Your order and payment are forwarded to the manufacturer before you depart the U. S., and transportation of the car to the U. S. is prearranged. Returning to the U. S., you use the auto for personal travel.

- You are stationed overseas, but have received transfer orders for stateside duty. After notification of your reassignment, you purchase a foreign-made car and have it shipped to the U. S. for your personal use, along with your other personal and household goods.



- You go to a neighboring country and buy a foreign-made car from a dealer there. You drive the new (or used) car into the United States after delivery from the foreign dealer.

There is one other set of circumstances under which you may buy a foreign car for shipment to the U. S. and not be required to pay the federal excise tax. In effect, this would be when you are assigned overseas on a permanent change of station, purchase a foreign-made car for your personal use upon arrival at your overseas station, and, at the end of your tour, have the car shipped to the U. S. along with your other personal and household goods. In this instance, you bought the car for use during your tour overseas. Your importation of the car into the U. S. would be "incidental" to your personal use of the car at your overseas station. Therefore, you would be exempt from the tax.



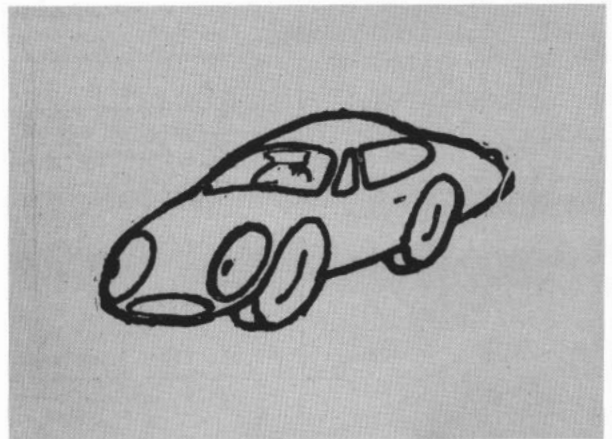
THEN THERE's the National Traffic and Motor Vehicle Safety Act of 1966, which, to the Navyman who can afford a new or almost new car, means that all cars manufactured on or after 1 Jan 1968 must meet strict safety standards before they are driven in the United States. The law applies to all such cars, whether built in the U. S. or manufactured overseas and imported into the U. S. The law established standards in design and construction of brake systems, windshield wipers and defrosters, steering controls and other components essential to safety.

This means the new car you buy overseas must meet the safety standards before it will be permitted entry into the United States. A foreign-built car must bear the manufacturer's permanently-affixed label or tag which certifies compliance with the safety laws. If it doesn't, the Bureau of Customs will see to it the car is not driven in this country.

If the car was manufactured before 1 Jan 1968, you or your agent must make a declaration to this effect before delivery in the U. S. is completed. If the car was manufactured on or after 1 Jan 1968 not in conformity with the safety standards, but later was altered to conform, certification of this must be made by the manufacturer or contractor.

Also, if the car was manufactured on or after 1 Jan 1968 not in conformity with the safety standards, and had not been altered to conform, you must promise to have it modified within 90 days. You may be required to post a bond to make sure you have any needed work accomplished.

If you plan to ship a foreign-made car into the United States, note that the Bureau of Customs has a 12-page pamphlet entitled "Automobiles Imported Into the United States" which, if you write for a copy, may help you save some time, trouble and money. Address your request to: Office of Information and Publications, Bureau of Customs, Washington, D. C. 20226.



Now, for the answers to some most-asked questions on state car laws, here's a table based on the 1969 Digest of Motor Laws, American Automobile Association. Before you check the table, note the following:

Registration — Expiration dates shown include periods of grace observed by some states.







Driver's Licenses — Unless otherwise indicated, the renewal fee is the same as the original license fee.

Accident Reports — All states require that the local police, sheriff or highway patrol be notified immediately of any accident which involves death or personal injury. You also must report an accident if property damage exceeds the amount shown in a given state.

Liability — Minimum requirements of financial responsibility (which generally means how much auto insurance coverage you must have) are shown in abbreviated amounts applicable to (1) death or injury to one person, (2) death or injury of more than one person and (3) property damage. For example, 10/20/5 means (1) \$10,000, (2) \$20,000 and (3) \$5000.



state car laws for servicemen

State	Registration Expires	Registration Fee (Auto)	Driver's License Valid For	Driver's License Fee	Auto Inspection	Report Accident If Damage	Minimum Liability
ALABAMA	15 Nov	\$13 plate; .75 issue.	2 years	\$4.25; (\$4.50 Jefferson Cty.)	No state; city may.	\$50	10/20/5
ALASKA	31 May	\$30; \$15 after 1 Dec.	3 years	\$5	State police may at roadside.	\$200	15/30/5
ARIZONA	31 Dec	\$6.25; \$4.75 after 1 Jul.	3 years	\$2.50	No.	\$100	10/20/5
ARKANSAS	Staggered	\$12 to \$26 by weight.	2 years	\$4	Annual.	\$50	10/20/5
CALIFORNIA	31 Dec	\$11; \$12 for station wagon.	3 years; 4-year renewal.	\$3	Spot check.	\$100	15/30/5
COLORADO	28 Feb	By weight; \$6.50 min.	3 years	\$2.25	Every 6 months.	\$100	10/20/5
CONNECTICUT	Staggered	\$10; \$5 after six months.	2 years	\$6; \$5 examination; \$6 renewal.	Annual voluntary; also spot checks.	\$200	20/20/5
							
DELAWARE	Staggered	\$20, one year; \$11, six mos; \$6, three mos.	2 years	\$4	Annual.	\$25	10/20/5
DISTRICT OF COLUMBIA	31 Mar	\$22.50 to \$32.50 by weight. One-half reduction after 1 Oct.	3 years	\$3	Annual.	"Material damages."	10/20/5
FLORIDA	20 Jul	\$14.09 to \$38.47 by weight.	2 years	\$3	Semi-annual.	\$50	10/20/5
GEORGIA	1 Apr	\$3 to \$15 by weight and age.	2 years or 5 years.	\$2.50, 2 years; \$5.50, 5 years.	Annual.	\$25	10/20/5
HAWAII	31 Mar	$\frac{3}{4}$ -cent per pound net weight; \$2 plate.	See notes.	\$2, 2 years; \$4, 4 years.	Annual.	\$100	10/20/5
IDAHO	31 Dec	\$7.50 to \$17.50 by age.	3 years	\$6	Annual.	\$50	10/20/5

*NOTE: The table of automobile regulations, by States, appearing on these pages, is based on material from the 36th edition of "Digest of Motor Laws" compiled by the American Automobile Association, copyright owners. Permission of the copyright owners has been received to publish this table in ALL HANDS.

Notes

No special driver's license arrangements for resident servicemen. Nonresident must register vehicle within 30 days after entering state.

Nonresident driver's license is valid for 90 days. Nonresident must register vehicle in Alaska if visit exceeds 90 days or immediately after accepting employment.

No special driver's license arrangements for resident servicemen. Nonresident must register vehicle if children enrolled in public school, employment accepted, or stay in state exceeds six months. Nonresident must obtain Arizona driver's license if employed in state.

No special driver's license arrangements for resident servicemen. Nonresident must register vehicle within 10 days if employed. Tourist may use out-of-state registration for up to 90 days, but must obtain visitor's permit after 30 days. Nonresident must obtain Arkansas driver's license when applying for license plates.

Nonresident may drive in state with valid home state registration not more than one year. Noncommercial vehicle owned by active duty serviceman may be operated with home state license plates. Nonresident serviceman is not required to license a trailer coach which is used as a residence and is not moved on the highway. Nonresident over 21 may operate a motor vehicle with valid home state driver's license. Nonresident under 21 on active military duty who has valid home state driver's license may operate a vehicle for up to 60 days after entering state, unless he obtains a California driver's license or nonresident minor's certificate. California driver's license must be obtained within 10 days after establishing residency in state. Serviceman with valid California license on entry into service may use license until 30 days after honorable discharge unless license suspended or revoked.

Nonresident must register vehicle within 30 days after becoming Colorado resident or 30 days after becoming gainfully employed in the state. Nonresident servicemen on duty may retain the current vehicle registration from any other state. Out of state driver's license must be surrendered upon application for Colorado driver's license. Nonresident on active duty in the armed forces, and spouse, may drive in Colorado with a valid home state license. Colorado serviceman on duty out of state when driver's license expires is granted three-year extension, or until 90 days after returning to the state, whichever occurs first.

Nonresident vehicle registration honored on a reciprocal basis; license plates must be purchased within 60 days if residence is established in state. Nonresident working in state for six months must secure Connecticut license and register his motor vehicle. Residents of New England and New York who commute at least once a week to their home state need not register or secure Connecticut licenses. Nonresident driver's license honored on reciprocal basis; visitor's permit not required. Driver's license must be purchased within 60 days if residence is established. Servicemen, residents of Connecticut at the time of induction, will be issued free licenses while in active service and for one licensing period after discharge. Nonresident serviceman stationed in state may use valid out-of-state driver's license. Used motor vehicles registered in Connecticut from out of state are required to be inspected before registered. Connecticut cars 10 years old or more must be inspected before sold or transferred.

Nonresident must register vehicle in Delaware if employment is accepted and children placed in Delaware school. Registration must be secured 90 days after establishing residence. Permanent driver's license available if applicant meets certain qualifications; fee, \$10. Nonresident must secure Delaware license within 90 days after establishing residence in state. Serviceman with Delaware license at time of entry into service may drive in state until 90 days after discharge, provided license has not been revoked or suspended and serviceman is not incapacitated.

Nonresident must register vehicle in D. C. at expiration of time allowed by reciprocity agreement with home state, or when D. C. residence is established. Nonresident's driver's license honored on reciprocal basis. If a serviceman stationed outside the District was a D. C. resident when driver's license was issued, the license is valid for an additional six years after expiration date if the serviceman remains in service outside the District. However, he must apply for such an extension each three-year renewal period.

Nonresident must obtain Florida vehicle registration immediately upon obtaining employment or placing children in school. Vehicles owned by servicemen stationed in state may be operated on home state registration. Nonresident driver's license honored on reciprocal basis. Visitor must obtain Florida license immediately after becoming resident, accepting employment, or placing children in school. Serviceman may renew driver's license, without examination or delinquent fee, upon presentation within 90 days after discharge.

Nonresident may operate vehicle on reciprocal basis for 30 days. Nonresident must register vehicle immediately if employment obtained or children entered in local school. Serviceman stationed in state may maintain home state registration. Nonresident not required to obtain Georgia driver's license for 30 days, but must supply proof of driver's license from another state. Driver's license must be secured immediately if employment obtained or children entered in local school or if Georgia license plate is purchased. Georgia serviceman on active duty who held valid Georgia driver's license at time of entry into service has license extended until 90 days after discharge.

Nonresident must register vehicle in Hawaii within 10 days after arrival. Nonresident may apply for permit to operate motor vehicle up to expiration date of home state registration. Serviceman on active duty in Hawaii may maintain home state registration. Nonresident is permitted to use current home state driver's license for 90 days after which local license must be obtained. This applies to nonresident servicemen. Hawaii driver's license period governed by age of operator. Age 15 to 24, two-year license. Age 25 to 64, four-year license. Age 65 and over, two-year license.

Serviceman stationed in state may maintain out-of-state registration. Nonresident driver's license honored on reciprocal basis. Idaho driver's license must be purchased immediately if Idaho residence is established or gainful employment is accepted. Persons living in state for 90 days are considered residents. Serviceman stationed in Idaho may maintain out-of-state driver's license. Military personnel and dependents claiming Idaho residence and serving elsewhere may renew driver's license by writing Sheriff's Office, county of residence, for regular permit. Examination requirement may be completed upon return to Idaho.

State

ALABAMA

ALASKA

ARIZONA

ARKANSAS

CALIFORNIA

COLORADO

CONNECTICUT

DELAWARE

DISTRICT OF
COLUMBIA







FLORIDA

GEORGIA

HAWAII

IDAHO

state car laws for servicemen

State	Registration Expires	Registration Fee (Auto)	Driver's License Valid For	Driver's License Fee	Auto Inspection	Report Accident If Damage	Minimum Liability
ILLINOIS	31 Dec	\$8.35 to \$24 by horsepower.	3 years	\$8	Trucks only.	\$100	10/20/5
INDIANA	28 Feb	\$12; \$6 after 1 Aug.	2 years	\$1.50	Annual.	\$50	10/20/5
IOWA	31 Jan	Percentage of list price by age.	2 years	\$5	No state; city may.	\$100	10/20/5
KANSAS	15 Feb	\$10 to \$20 by weight. One-half after 1 Jul.	2 years	\$3 original; \$2 renewal.	No.	\$100	10/20/5
KENTUCKY	1 Mar	\$11.50; plus \$1 clerk's fee.	2 years	\$3	Annual.	\$100	10/20/5
LOUISIANA	Every two years.	\$6; \$3 after date plates first used.	2 years	\$2.50	Check local requirement.	\$100	5/10/1
MAINE	28 Feb	\$15; \$7.50 after 1 Sep.	2 years	\$5	Every six months.	\$100	10/20/5
MARYLAND	31 Mar	\$20 or \$30, by weight.	2 years	\$7 original; \$2 renewal.	See note.	\$100	15/30/5
     							
MASSACHUSETTS	Staggered	\$6	4 years	\$10 original; \$3 examination; \$10 renewal.	Twice each year.	\$200	5/10; no property damage.
MICHIGAN	28 Feb	\$.55 per 100 pounds vehicle weight; \$12 minimum. One-half after 1 Sep.	3 years	\$6 original; \$4.50 renewal.	Spot check.	\$200	10/20/5
MINNESOTA	31 Dec	\$5.25 to \$78.75 by weight.	4 years	\$3	Cities may; also spot checks.	\$100	10/20/5
MISSISSIPPI	31 Oct	\$10 to \$20 by weight.	2 years	\$2.50 per year.	Annual.	\$50	5/10/5
MISSOURI	Staggered	\$5 to \$37.50 by horsepower.	3 years	\$2	Annual.	\$100	10/20/2

Notes

Nonresident must register vehicle in Illinois at expiration of time granted by reciprocity agreement with home state. Plates must be applied for as soon as residence is established. Nonresident driver's license honored on reciprocal basis if driver age 18 or over. Illinois driver's license must be applied for within 90 days after residence established. Resident serving in armed forces outside continental U. S. need not obtain driver's license for 30 days following return to continental U. S.

Nonresident must register vehicle after 60 days. Serviceman on active duty in Indiana may maintain vehicle registration from another state. Indiana serviceman on duty out of state may receive Indiana registration upon request. Nonresident's driver's license is honored. If permanent residence is established in state, Indiana's driver's license must be purchased immediately. No special licensing arrangements for servicemen. Servicemen given special extension of period of driver's license validity up to four years after entering service or until 30 days after discharge. Does not apply to members of family not in military service.

Nonresident must register vehicle in Iowa if permanently employed in state or residence is established. Reciprocal arrangements with regard to regular commuters and persons seasonally employed. Serviceman on active duty in Iowa may maintain vehicle registration in another state, as may full-time students not employed part-time. Nonresident driver's license from home state honored in Iowa. Iowa license must be purchased immediately if residence is established in state. Expiration date of a serviceman's license held on entry into service may be extended without fee for six months following honorable discharge, provided he is not incapacitated.

Nonresident may operate vehicle without Kansas registration on a reciprocal basis with home state; then only until home state registration expires or next January 1, whichever is first. Serviceman on active duty in Kansas may maintain vehicle registration in home state. Kansas serviceman on duty out of state may apply for registration at any time without penalty fee. Nonresident driver's license is honored. Nonresident who is 16 and has a valid license from his home state may operate a motor vehicle in Kansas, provided like privileges are granted by the state of his residence to residents of Kansas. Serviceman on active duty in Kansas may use home state driver's license if home state vehicle registration is also maintained. Kansas driver's license required if operating a Kansas-registered vehicle after 90 days. Licensee from another state, except one in military service, must surrender out-of-state license upon obtaining Kansas license.

Nonresident must register vehicle in Kentucky at expiration of time granted by reciprocity agreement with home state. License plate must be purchased immediately if employed in state or residence is established. Nonresident is permitted to use his home state driver's license on a reciprocal basis. Kentucky driver's license must be purchased immediately if employed in state or residence is established. No special driver's license arrangements for resident servicemen. Kentucky servicemen stationed outside of state may have their vehicles inspected by a post provost or similar officer who must then submit an affidavit of inspection upon application for vehicle registration.

Vehicle must be registered in Louisiana if employment is obtained. Nonresident's driver's license is honored. Visitor may use valid home state license for 90 days. Louisiana serviceman's license remains valid during his stay in the service and for 60 days after discharge.

Nonresident must register vehicle in Maine at expiration of time granted by reciprocity agreement with home state. Nonresident's driver's license honored on reciprocal basis. Servicemen, in time of war or national emergency, may be licensed without payment of fees.

Nonresident must register vehicle in Maryland within 30 days if residence established, employment obtained or temporary residence maintained more than 120 days during the year. Serviceman on active duty in Maryland may maintain home state registration until it expires. Nonresident driver's license honored for 120 days on a reciprocal basis. Maryland driver's license must be secured within 30 days if residence established or employment obtained. Servicemen with valid Maryland license at time of entry into service may use such license while in service and for 30 days after discharge or reassignment to state. Nonresident servicemen may use home state driver's license if vehicle retains home state registration. Motor vehicle inspection law applies to used passenger cars only, upon resale or transfer. Vehicle must be inspected by station under supervision of the Maryland State Police.

Nonresident must register vehicle in Massachusetts at expiration of time granted by reciprocity agreement with home state. Under Compulsory Insurance Law, \$5000/\$10,000 limits of public liability are required after 30 days. Policy must cover any person who operates vehicle with owner's consent. Plates must be purchased immediately if residence is established. Servicemen on active duty in Massachusetts may maintain vehicle registration in home state. Nonresident driver's license honored on a reciprocal basis. Massachusetts serviceman whose license expires while he is in the military may operate on the license until 60 days after discharge. Nonresident serviceman may use home state driver's license if home state extends expiration date.

Nonresident visitor must register vehicle in Michigan after 90 days on a reciprocal basis. Plates must be purchased immediately if residence is established. Serviceman on active duty in Michigan may maintain out-of-state registration. Michigan driver's license must be purchased immediately if residence is established. Nonresident serviceman may use home state driver's license. Resident serviceman's license is valid until 30 days after first military leave following expiration.

Nonresident must register vehicle in Minnesota at expiration of time granted by reciprocity agreement with home state. Plates must be purchased within 60 days after permanent residence is established. Serviceman on active duty in Minnesota may maintain out-of-state registration. Nonresident is permitted to use a valid driver's license from his home state, and may drive any vehicle regardless of state of vehicle registration. However, Minnesota driver's license must be secured within 60 days if permanent residence is established in state. License of serviceman remains valid until 90 days after discharge or release if license valid upon entry into service.

Nonresident must register vehicle in Mississippi within 30 days. Nonresident must obtain Mississippi driver's license unless a tourist, out-of-state student, seasonal laborer or in the armed services. Mississippi serviceman may renew his driver's license upon return from service.

Serviceman on active duty in Missouri may maintain out-of-state vehicle registration. Nonresident's driver's license honored on a reciprocal basis. Missouri driver's license must be obtained when Missouri residence is established. Missouri serviceman may renew his driver's license by mail without examination if he is on duty outside the state.

State

ILLINOIS

INDIANA

IOWA

KANSAS

KENTUCKY

LOUISIANA

MAINE

MARYLAND

MASSACHUSETTS


MICHIGAN

MINNESOTA

MISSISSIPPI

MISSOURI

state car laws for servicemen

State	Registration Expires	Registration Fee (Auto)	Driver's License Valid For	Driver's License Fee	Auto Inspection	Report Accident If Damage	Minimum Liability
MONTANA	15 Feb	\$5.50 or \$10.50 by weight.	2 years	\$4	No.	\$100	10/20/5
NEBRASKA	28 Feb	\$9; \$4.50 after 1 Jul.	4 years	\$1.50 per year.	Annual.	\$100	10/20/5
NEVADA	31 Dec	\$5.50	5 years; 2 years if age 65 or older.	\$3; \$1 if age 65 or older.	No.	Report all accidents.	10/20/5
NEW HAMPSHIRE	31 Mar	By weight; \$15 minimum.	2 years	\$10 original; \$5 renewal.	Twice each year.	\$100; \$50 if uninsured operator.	10/20/5
NEW JERSEY	Staggered	\$12 to \$30 by weight.	1 year or 3 years.	\$4, 1 year; \$11, 3 years.	Annual.	\$200	10/20/5
NEW MEXICO	2 Mar	See note.	2 years	\$3.25	Twice each year; see note.	\$25	10/20/5
NEW YORK	Staggered	By weight; \$12 minimum.	3 years	\$5 original; \$3 renewal.	Annual.	\$150	10/20/5
							
NORTH CAROLINA	15 Feb	\$11 to \$16 by weight; reduced quarterly.	4 years	\$3.75	Within 10 days of registration.	\$100	10/20/5
NORTH DAKOTA	31 Dec	By weight and age; \$10.50 minimum.	2 years	\$3	No.	\$50	10/20/5
OHIO	15 Apr	\$10; reduced quarterly.	3 years	\$4	Spot check.	\$100	10/20/5
OKLAHOMA	31 Jan	By auto price and age; \$7.15 minimum.	2 years	\$8 original; \$6 renewal.	Annual.	\$100	5/10/5
OREGON	Staggered	\$10	2 years	\$3	No.	Any property damage.	10/20/5
PENNSYLVANIA	31 Mar	\$10; \$12 for station wagon. Periodic reduction.	2 years	\$4	Twice each year.	\$100	10/20/5
RHODE ISLAND	31 Mar	\$10 to \$33 by weight; reduced quarterly.	2 years	\$8 original; \$5 exam; \$8 renewal.	Annual; also spot checks.	Report all accidents.	10/20/5

Notes

Nonresident must register vehicle in Montana if employment obtained, residence established or children entered in local school. Sixty days are allowed for recreational travel. Nonresident driver's license honored for 90 days. All valid licenses from other jurisdictions must be surrendered when Montana license is issued. Serviceman with a valid Montana license upon entry into service may use such license until 30 days following discharge.

Nonresident must register vehicle in Nebraska upon expiration of time granted by reciprocity agreement with state in which licensed. Nonresident driver's license honored for 30 days. No special driver's license arrangements for resident servicemen.

Nonresident must register vehicle in Nevada after home state license plates expire. Servicemen on active duty in Nevada may maintain home state registration. Nonresident driver's license is honored until nonresident's vehicle registration expires in former home state. Serviceman may continue to use his Nevada driver's license while on active duty, regardless of license termination date, but it must be validated. Nonresident serviceman may use out-of-state driver's license if vehicle is registered in another state.

Nonresident must register vehicle in New Hampshire at expiration of time granted by reciprocity agreement with home state. Also reciprocal with regard to nonresident who obtains employment or enters children in local school. Nonresident driver's license honored on reciprocal basis.

Nonresidents must obtain New Jersey driver's license and automobile registration within 60 days after establishing residence, provided compliance has been made with the license laws of the state of previous residence. Nonresident's driver's license honored on a reciprocal basis. Serviceman with valid New Jersey driver's license upon entry into service may drive on such license until 90 days after discharge, provided evidence of discharge is in operator's possession.

Anyone who operates a vehicle in the state for 30 days or more must obtain New Mexico registration. Registration fees: When car not previously registered for at least a year in any state, \$18 plus \$2 for each 100 pounds over 2400; when previously registered for one year, \$15 plus \$1.50 for each 100 pounds over 2400; when previously registered for two years, \$12 plus \$1 for each 100 pounds over 2400; three years, \$7 plus \$1 for each 100 pounds in excess of 2400; four years, \$5 plus \$.50 for each 100 pounds. Quarterly reductions are granted. Nonresidents may use home state driver's licenses. Driver's license issued by another state must be surrendered upon application for New Mexico license. Requirement for vehicle inspection applies to nonresident servicemen.

New York vehicle registration must be obtained within 30 days after becoming a resident. Nonresident driver's license honored on a reciprocal basis. New York driver's license must be obtained within 60 days after establishing residency. Those in military service after 24 Jun 1950 may continue to use New York driver's license until 30 September following either expiration of the New York State Defense Emergency Act, or 60 days after separation from service, whichever occurs first. Those who enter military service after 1 Jul 1963 must notify New York Commissioner of Motor Vehicles within 60 days of entry to qualify for this extension.

Nonresident must register vehicle in North Carolina at expiration of time granted by reciprocity agreement with his home state and when gainful employment is accepted. Serviceman on active duty in North Carolina may maintain home state registration. Nonresident driver's license is honored on a reciprocal basis. Serviceman stationed outside the state may renew his North Carolina driver's license by mail. The application must be endorsed by the commanding officer and accompanied by a doctor's certificate as to the physical condition of the applicant.

Nonresident must register vehicle in North Dakota at expiration of time granted by reciprocity agreement with home state, or if employment is accepted in North Dakota. Nonresident driver's license is honored.

Nonresident may operate vehicle without Ohio registration on a reciprocal basis. Nonresident driver's license honored on a reciprocal basis; nonresident serviceman and family may use home state license. Resident serviceman with valid Ohio license when entering service need not renew his license until six months after discharge.

Nonresident is permitted 60 days' visiting privileges for auto registration, then must register vehicle in Oklahoma. Visitor must obtain Oklahoma plate immediately if employed in state. Vehicles from out of state to be domiciled in Oklahoma must be registered immediately. Serviceman on active duty in Oklahoma may maintain his home state auto registration or may register his car in Oklahoma for an annual fee of \$13.50. Home state driver's license is honored for nonresidents. Oklahoma serviceman on active duty may renew his valid Oklahoma driver's license upon payment of the regular fee.

Nonresident need not register his auto in Oregon until out-of-state registration expires; serviceman on active duty in Oregon may maintain out-of-state registration. Nonresident driver's license is honored in Oregon. Nonresident serviceman may use his home state driver's license, or a driver's license issued by the Armed Forces in a foreign country. The latter is valid only for 45 days after the serviceman returns to the United States. The wives (and husbands) of Armed Forces personnel on active duty in Oregon may drive on valid licenses issued by any state.

Nonresident must register vehicle in Pennsylvania at expiration of time granted by reciprocity agreement with home state. License plate must be purchased within 30 days if residence is established. Serviceman on active duty in Pennsylvania may maintain out-of-state registration. Nonresident driver's license honored on a reciprocal basis. Pennsylvania license must be purchased within 30 days if residence is established. Nonresident serviceman may use his home state driver's license regardless of state in which vehicle is registered. Serviceman with valid Pennsylvania driver's license on induction into service may use license without renewal while in active service.

Nonresident must register his vehicle in Rhode Island if he has an established place of business in the state and uses the vehicle in that connection. Nonresident registration is otherwise honored on a reciprocal basis. Serviceman on active duty in Rhode Island may maintain out-of-state registration. Nonresident driver's license is honored on a reciprocal basis; Rhode Island license must be purchased within 30 days if residence is established in state. Nonresident serviceman may use home state driver's license if home state vehicle registration is maintained. Resident serviceman may secure a special operator's license in exchange for his valid Rhode Island license at no cost; special license good for term of service and 30 days thereafter.

State

MONTANA

NEBRASKA

NEVADA

NEW HAMPSHIRE

NEW JERSEY

NEW MEXICO

NEW YORK

NORTH CAROLINA

NORTH DAKOTA

OHIO

OKLAHOMA

OREGON

PENNSYLVANIA

RHODE ISLAND

state car laws for servicemen

State	Registration Expires	Registration Fee (Auto)	Driver's License Valid For	Driver's License Fee	Auto Inspection	Report Accident If Damage	Minimum Liability
SOUTH CAROLINA	31 Oct	By weight; \$3.30 minimum.	4 years	\$2	Upon registration of used vehicle brought into state.	\$100	10/20/5
SOUTH DAKOTA	31 Mar	\$13.50 to \$79.00 by weight and age. Periodic reductions.	4 years	\$3	Annual.	\$100	10/20/5
TENNESSEE	31 Mar	\$17.75; quarterly reductions.	2 years	\$4	Certain cities only.	\$100	10/20/5
TEXAS	1 Apr	By weight; \$5.30 minimum. Prorated quarterly.	2 years or 4 years	\$3, 2 years; \$6, 4 years.	Annual; also after accident.	\$25 *	10/20/5
UTAH	28 Feb	\$5 plus \$1 driver education fund; 60% after 1 Jul.	4 years	\$5	Annual or semiannual.	\$50	10/20/5
VERMONT	28 Feb	\$32; periodic reductions.	2 years	\$6	Twice each year.	\$35	10/20/5
VIRGINIA	15 Apr	\$15 or \$20 by weight; periodic reductions.	3 years	\$7	Every six months; see note.	\$100	15/30/5 See note.
WASHINGTON	31 Dec	\$8.60 plus 2 per cent excise tax annually; see note.	2 years	\$4 license; \$2 examination.	Spot check.	\$100	15/30/5
WEST VIRGINIA	30 Jun	\$20 to \$30 by weight; quarterly reductions.	4 years	\$5	Annual.	\$100	10/20/5
WISCONSIN	Staggered	\$18.15 or lower fee plus \$2 if car previously registered.	2 years	\$5 original; \$2 driver test; \$4 renewal.	Spot check.	\$100	10/20/5
WYOMING	1 Mar	\$7.50; periodic reductions.	3 years	\$2.50	Annual.	\$50	10/20/5

Notes

South Carolina vehicle registration must be obtained within 10 days if residence is established in the state. Serviceman on active duty in South Carolina may maintain out-of-state registration. Nonresident may use his home state driver's license indefinitely provided he maintains a permanent residence address in the home state and the driver's license is valid. Serviceman is permitted 90 days to renew, without examination, a South Carolina license that expires while he is in the service. However, he must have a current license before operating a vehicle. Serviceman who holds a valid license issued by his home state may drive in South Carolina.

Nonresident must register his vehicle in South Dakota within 60 days, on a reciprocal basis. Plates must be purchased immediately if employment obtained or children entered in local school. Serviceman on active duty in South Dakota may maintain home state registration. Nonresident driver's license honored on a reciprocal basis; South Dakota license must be purchased within 90 days if residence is established in state. Nonresident serviceman may use his home state driver's license if he retains home state vehicle registration. South Dakota has special driver's license arrangements for resident servicemen; contact Department of Motor Vehicles, Old Post Office Building, Pierre, S. D. 57501, for details.

Nonresident must register vehicle in Tennessee 30 days from date of entry. Serviceman on active duty in Tennessee may maintain home state registration. Nonresident serviceman and his dependents may use home state drivers' licenses if home state vehicle registration is retained. Resident serviceman with valid Tennessee license on entry into service may use the license until 60 days after honorable discharge. Discharge or separation papers must be in his immediate possession.

Nonresident must register his vehicle in Texas at expiration of time provided by reciprocity agreement with home state. Texas registration is not required as long as the nonresident remains a visitor and does not obtain employment. Serviceman may maintain home state registration while on active duty in Texas. No special licensing arrangements for resident servicemen. Nonresident driver's license is honored on a reciprocal basis, nonresident serviceman and members of his immediate family may use home state drivers' licenses.

Person employed or establishing residence in Utah must immediately apply for Utah vehicle registration. Out-of-state vehicles require Utah safety inspection. Serviceman on active duty in Utah may maintain home state registration. Nonresident serviceman may use his home state driver's license if living on base or operating a government-owned vehicle.

Nonresident must register his vehicle in Vermont upon expiration of the time provided by reciprocity agreement with the home state. If employment in Vermont is accepted, registration is required after six months. Serviceman on active duty in Vermont may maintain out-of-state registration. Nonresident driver's license is honored on a reciprocal basis. If employment is accepted, a Vermont driver's license must be purchased after six months. Nonresident serviceman may use his home state driver's license if home state vehicle registration is retained. Serviceman with a valid Vermont license upon entering the service may continue to use the license until 30 days after discharge. However, the license must be renewed four years from date of expiration.

A nonresident who temporarily resides in Virginia and is employed for 60 days or more must secure Virginia license plates. A serviceman on active duty in Virginia may retain his home state registration. A person who is temporarily employed and temporarily residing in Virginia may use his home state driver's license for 60 days. A nonresident serviceman may use his home state driver's license as long as home state vehicle registration is retained. The driver's license of a Virginia serviceman who is on active duty outside the state is valid until six months after discharge. Such extension shall not exceed two years from the date of expiration on the license. Effective 1 Jan 1970, minimum financial responsibility limits will be \$20,000/30,000/\$500. Motor vehicle inspection is required immediately after first registration and every six months thereafter.

Nonresident must register his vehicle in Washington upon expiration of time granted by reciprocity agreement. A nonresident serviceman on active duty in Washington may maintain home-state registration or obtain Washington license plates without payment of the excise tax. A nonresident is permitted to use his home state driver's license in Washington for 60 days. A nonresident serviceman may use his home state driver's license with his vehicle registered either in Washington or his home state. A resident serviceman may use his Washington driver's license until 90 days after honorable separation from the service.

A nonresident must register his vehicle in West Virginia if his stay exceeds 30 days. Special 60-day permits for seasonal employment may be obtained for a \$10 fee. Nonresident may use his home state driver's license for 30 days on a reciprocal basis. Nonresident serviceman may use his home state driver's license if home state vehicle registration is retained. A serviceman with a valid West Virginia driver's license upon entry into the service may use the license until six months after his discharge.

Nonresident must obtain Wisconsin vehicle registration upon expiration of time granted by reciprocity agreement with home state. Serviceman on active duty in Wisconsin may maintain out-of-state registration. Wisconsin resident may receive refund for unexpired registration year upon his entry into active service and the vehicle is taken out of operation. Nonresident driver's license is honored on a reciprocal basis. Nonresident serviceman may use his home state driver's license if home state vehicle registration is retained.

Nonresident must register his vehicle in Wyoming 15 days after entry. Wyoming license plates must be purchased immediately if residence is established or employment is obtained. A nonresident vacationing in Wyoming may drive on home state plates for 120 days. A serviceman on active duty in Wyoming may maintain out-of-state registration. A nonresident may use his home state driver's license for 90 days in Wyoming; however, if gainful employment is accepted, a Wyoming license must be secured immediately. Servicemen stationed in Wyoming should check local requirements with regard to drivers' licenses.

State

SOUTH CAROLINA

SOUTH DAKOTA

TENNESSEE

TEXAS

UTAH

VERMONT

VIRGINIA

WASHINGTON

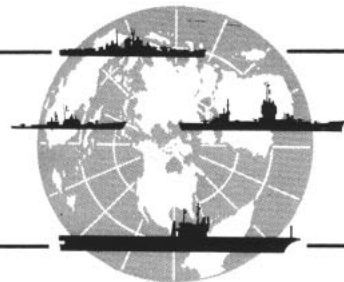
WEST VIRGINIA

WISCONSIN

WYOMING



Letters to the Editor



THE LAST ONE GOES—USS *Altair* (AK 32), last of stores issue ships, has been taken out of service and assigned to the Maritime Administration.

MUC Combat Question

SIR: Does a bronze "V" combat distinguishing device automatically accompany an award of the Meritorious Unit Commendation?

We received the MUC on board USS *Okinawa* (LPH 3) for, to quote from the citation, "... meritorious service during sustained combat operations against enemy forces from 28 April to 31 October ..."

However, nothing in the citation specified a combat distinguishing device, which makes me wonder if the bronze "V" is in our case an assumed partner of the MUC. Is it?—R. W. G., LCDR, USN.

• No. The bronze "V" combat distinguishing device is awarded to individuals, not units.

The revised "Awards Manual" (which is being distributed this year) puts the answer to your question this way: "... devices awarded for combat shall be based upon acts or services by individuals who are exposed to personal hazard due to direct hostile actions, or imminence of such action, and not solely upon the geographical

area in which the acts or services are performed. . ."

The fact that your ship participated in combat operations was duly recognized when *Okinawa* was awarded the Meritorious Unit Commendation. Congratulations.

For the information of newcomers, the MUC was established in 1967 to recognize valor and meritorious performance under either combat or non-combat conditions. It joins the Presidential Unit Citation and Navy Unit Commendation as authorized unit awards and, for precedence, ranks immediately below the latter.

To earn the MUC, a ship or other unit must perform service comparable to that which would merit the award of a Bronze Star Medal (or achievement of like caliber in a noncombat situation) to an individual.

Generally, those who are permanently assigned or attached to a unit, and who are actually present and participate in an action for which the unit is commended, are entitled to wear the MUC ribbon bar of green, yellow, blue and red stripes. No medal is authorized for unit awards.—ED.

Japanese Midget Subs

SIR: One of my college instructors recalls reading an article in a Los Angeles newspaper sometime between 1953-1956, concerning Japanese midget submarine activity during World War II. It seems a two-man Japanese sub was found in the Los Angeles River.

I would like to know if Navy records support this story, and what was the extent of Japanese submarine activity along our West Coast during World War II.—C. W., Kent State University, Ashtabula, Ohio.

• An extensive search of Japanese war records held in our National Archives failed to reveal any information on such a craft.

During World War II, 11 Japanese I-type submarines operated along the West Coast. Although each submarine carried a scout seaplane, none was fitted out to carry a midget submarine.

Neither U.S. nor Japanese records suggest the possibility of midget submarines operating along the West Coast. The early midget subs, called *Mato* or *Ko-Hyoteki*, lacked engines or generators and operated within a limited range under battery power.

Midget submarines developed later in the war (after 1943) included a four-man type, also named *Ko-Hyoteki*, which was intended for use as a defensive weapon; a five-man type, called *Koryu*, which was designed for defending the home islands; and a two-man type, named *Kairyu*, which carried both external torpedoes and a warhead in the bow. Of all these types, the *Koryus* had the longest cruising range (1300 miles).

But these were not produced until March 1945, and they operated out of bases in the Japanese islands.—ED.

Insignia of Sister Services

SIR: I heard regulations have been relaxed concerning U. S. servicemen wearing foreign awards and the insignia of sister U. S. services. I checked

the *Awards Manual*, however, and found it still says no.

I was authorized to wear Ground Observer Corps wings when I was in the Air Force. If there has been a recent revision to the *Awards Manual* which permits me to wear Air Force wings on my naval uniform, I would like to know about it.—LT L. M. W., USNR.

• *Regulations have been relaxed to the extent that United States servicemen are now permitted to wear decorations awarded by the Republic of Vietnam without individual legislative authorization.*

So far as your Ground Observer Wings are concerned, however, the rule is still the same: "Similar qualification insignia of other services or nations shall not be worn on the naval uniform."—Ed.

Question About Advancement

SIR: A petty officer 1st class who passes the chief's exam will not be advanced unless there is a CPO vacancy on board his ship.

This is the way it works, says a friend.

I disagree, even though I've been in retirement 15 years and am not fully aware of Navy advancement policies.

True, times have changed, but I find it hard to believe the Navy would adopt a vacancy-by-ship system such as my friend describes. Am I wrong?—F. T. J., GMC, USN (Ret.).

• You're right. The advancement procedure is essentially the same as it was when you made chief; Navywide quotas by rate and rating.

In brief, those who are qualified and recommended for advancement take the appropriate exams. Those who fail are, of course, out of the running for that advancement cycle.

Those who pass are listed in numerical order by rating and pay grade, with the highest final multiple (exam score plus credits for awards, performance, time in grade and total years' service) at the top.

Over-all (Navywide) vacancies then are filled by advancing those with the highest final multiples within quota limitations for individual rates and ratings. It matters not whether a "vacancy" exists on board a specific ship or station.—Ed.

Simon Lake Is Smiling

SIR: We corpsmen of USS *Simon Lake* (AS 33) read with interest your article in the February issue about the success of the men of USS *Charles F. Adams* (DDG 2) with the August 1968 advancement exams.

At that time, we had 13 enlisted men in the medical department of this ship. Of these, six had sufficient time in grade to take the exam for advancement, and all of them were advanced. At the same time, our two medical officers were selected for lieutenant commander.

We realize that, numbers-wise, this isn't too impressive, but percentage-wise, how sweet it is!—T. C. Pogue, HMC, USN.

• Also, morale-wise, career-wise and dough-wise.—Ed.

Overseas Retirement

SIR: Is a retired Navyman with 30 years of service allowed to establish a residence in a foreign country? My relatives who live on the Auld Sod tell me my retired pay will stretch a lot farther in Ireland.

If permitted to do so, I thought I might try it.—J. J. M., CDR., USN.

• You can retire any place in the world that suits your fancy, but tell the pay people where you will be so your check can be mailed to you. You can do this by writing to the Navy Finance Center, Retired Pay Department, New Federal Office Building, Cleveland, Ohio 44199.

You must also write to the Naval Reserve Manpower Center, telling them you are leaving the United States and give your departure date, destination and overseas address and the expected date of your return to the United States.

Retirees living overseas lose out on certain benefits and privileges that are normally available to them in the United States, such as the use of military commissaries and exchanges, and Social Security health insurance benefits which provide for medical care in the United States only. They also lose benefits under the CHAMPUS (Civilian Health and Medical Program of the Uniformed Services) at age 65, when they are eligible for and would receive Social Security hospital insurance benefits if they resided in the United States.

If you need any further information concerning retirement, a BuPers publication called "Navy Guide for Retired Personnel and their Families" (NavPers 15891B) is a good source of information. Chapter Eight concerning retired pay is especially useful.

The publication is available on request from your personnel office.—Ed.

Reserve Retired Pay

SIR: Will Reserve officers who retire on 1 Jul 1969 receive retired pay based on the rates of basic pay scheduled to go into effect on 1 Jul 1969?—R. E. K., LCDR, USNR.

• All active duty, nondisability retirements become effective on the first day of a month. This fact, in itself, does not necessarily determine which pay rates will be used in computing retired pay.

Under the precedent established by a Comptroller General decision (B-163770 of 15 Apr 1968), officers who retire under the provisions of 10 USC 6323, effective 1 July, are entitled to have retired pay computed under whatever pay rates might be in effect on 1 July. In short, if the scheduled pay increase goes into effect on 1 Jul 1969, these Reserve officers would gain the pay raise.—Ed.

USS *Steinaker* (DD 863) makes tight turn (below).



Decatur Carries on Long Tradition

SIR: About five years ago, I was stationed in *uss Decatur* (DD 936). I enjoyed that duty. Now I'm on shore duty and am wondering what became of her. Can you fill me in?

Also, I understand the Navy has had other ships named *Decatur*, but no one I've talked with seems to know what kind and how many. Do you have any such data?—D. E. S., GMT2, USN.

●Yes, indeed, to both questions. The *Decatur* you knew was the fourth in the Fleet so named. After you left her, she remained in the yards at Boston and was decommissioned in June 1965 for conversion to a guided missile destroyer. She was recommissioned in April 1967 as DDG 31. More on this later.

The first ship named *Decatur* was a 566-ton sloop-of-war, built in New York about 1839. She was 117 feet in length, her beam measured 32 feet, and she carried 16 guns. The ship's speed was recorded as 11 knots. She carried 150 men.

Decatur first cruised with the *Brazil* Squadron. She later served with the *African* Squadron and with the *Home* Squadron under Commodore Foxhall A. Parker.

In 1852, *Decatur* was taken out of commission for repairs, and the following year was recommissioned and assigned to a special squadron charged with guarding the fishing interests



Stephen Decatur (1779-1820)
Commodore, U.S. Navy

of the United States in North Atlantic waters.

She next served with the *Pacific* Squadron and was decommissioned in June 1859. At the Mare Island Navy Yard six years later, the first *Decatur* was auctioned off for \$5600 in gold.

The second *Decatur*—Torpedo Boat Destroyer 5—was built in Richmond, Va., and launched on 26 Sep 1900. She measured 250 feet in length and 23½ feet at the beam, and displaced 420 tons. She carried four officers and 69 enlisted men, and was armed with two long 18-inch Whitehead torpedo tubes and 3-inch and 6-pounder guns. Her trial speed was about 28 knots.

This *Decatur* served in the Far East with the *Asiatic* Fleet until 1917.

Her most frequent base of operations was Cavite, Philippines.

In October 1917, the destroyer arrived in Gibraltar for duty with the U. S. Patrol Squadrons. Throughout World War I she performed patrol and convoy duties in the Atlantic and Mediterranean. (*Decatur* and HMS *Defender* were escorting HMS *Britannia* when the latter was torpedoed by an enemy sub on 9 Nov 1918.)

Decatur was taken out of commission at Philadelphia on 20 June 1919. Her name was stricken from the Navy list in September 1919.

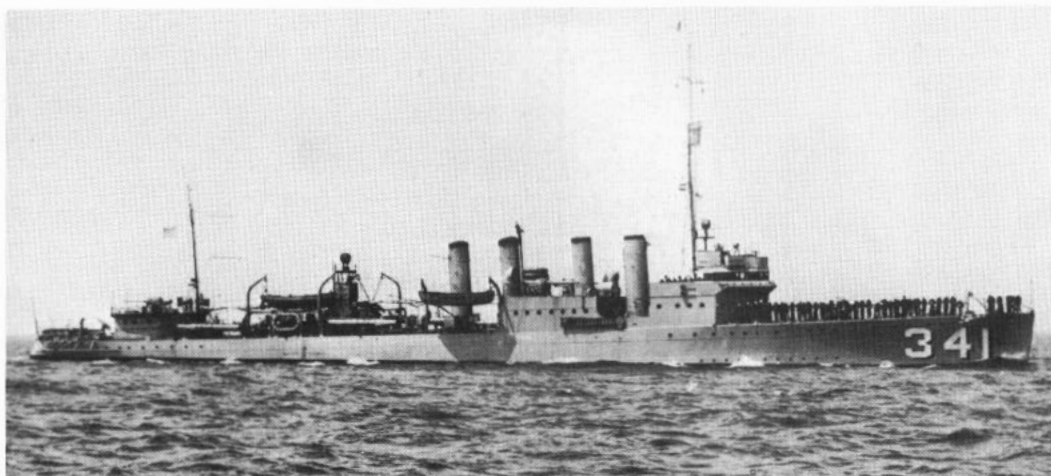
The third *Decatur* (DD 341) was constructed at Mare Island and was commissioned in August 1922.

From September 1923 to February 1937, *Decatur* was chiefly engaged in operations along the western seaboard, interspersed by Fleet maneuvers in the Caribbean. She made a cruise to Australia in 1925, visiting Samoa and New Zealand en route. Hawaii was a frequent port of call.

In 1937, *Decatur* reported to Destroyer Squadron 10 at Norfolk, and until September 1941 engaged in midshipman and Naval Reserve training cruises off the east coast. She also conducted neutrality patrols with *DesRon* 27.

The third *Decatur* was taken out of commission at Philadelphia in July 1945, and was sold for scrap several months later.

Decatur Number THREE, DD 341, served from 1922 to 1945.



The fourth Decatur (DD 936) was built as a Forrest Sherman class destroyer and commissioned at Boston in December 1956. She measured 418½ feet in length and 45 feet at the extreme beam, and carried 22 officers and 289 enlisted men.

In September 1957, following shakedown training off Guantanamo Bay, alterations in the Boston shipyard, and engineering tests along the east coast, Decatur became flagship of DesRon Eight and DesDiv 81. She was based at Newport, R. I.

During the following years, Decatur participated in NATO maneuvers, spent several tours in the Med, toured the Middle East, and picked up an orbital space capsule of the Project Mercury series.

On 6 May 1964, Decatur had just completed refueling operations with Lake Champlain and attempted to pull away, when a jammed rudder caused the ships to collide. Decatur was badly damaged; her entire superstructure on the port side was crushed, her bridge area was a mass of twisted metal. Both of her masts were lost and both stacks bent.

Fortunately, only one casualty was reported. The conning officer, Lieutenant (jg) Charles A. McKenna, had an injured hip (he since has recovered).

Decatur was able to move under her own power, but the following day made the final leg into Norfolk under tow (the Fleet tug uss Shakori, ATF 162, towed Decatur into port). The destroyer tied up alongside the tender uss Shenandoah (AD 26) and received temporary repairs.

The damaged DD returned to Newport (under her own power) on 22 May 1964. On 15 July, she moved to the yards at Boston and later was placed in reserve and designated for conversion to a DDG.

Recommissioned on 29 Apr 1967, Decatur (DDG 31) now is homeported in Long Beach and has been serving in WESTPAC with the U. S. Seventh Fleet. These are her statistics since recommissioning: 420 feet in length; 45 feet at the beam; 4000-ton displacement (full load); 350 officers and enlisted men. Her armament includes Asroc, Tartar missiles and a 5-inch/54-caliber gun.

Of course, the man after whom the

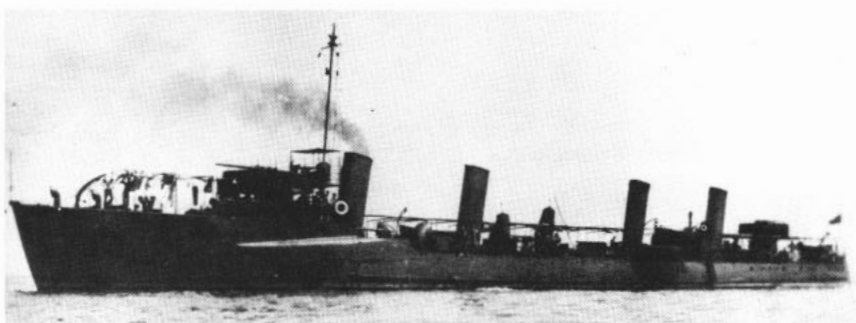


USS Decatur is now serving as guided missile destroyer DDG 31.

Decaturs were named was Commodore Stephen Decatur, who in 1798 received a midshipman's warrant at age 19. He made his first cruise in the frigate United States, and when he was 25 received a captain's com-

mission and command of Constitution. He later served on the Board of Navy Commissioners (November 1815 until his death in March 1820).

That brings you (and us) up to date on the subject of Decatur.—Ed.



Decatur Number Two was a torpedo boat destroyer.



DD 936, Decatur Number FOUR, served as DD from 1956 until conversion

Insurance and Allotments

SIR: Perhaps you could help me answer two questions on finances.

When I went into the Navy during World War II, I remember paying for my NSLI insurance. At that time I was USNR-V6. Was this insurance made free for Regular Navy members?

Since World War II, have family allotments been stopped for PO2 and above? I know they were stopped for PO3 at one time in my career.

—F. A. G., BMC (Ret).

● Both insurance and family allotments have been changed several times since the war.

To answer your first question: National Service Life Insurance (NSLI) was not free for any members of the service during World War II. Then, in 1951, NSLI was replaced by the so-called "free insurance" program. No more NSLI was issued after that time, except in disability cases. However, active-duty members who held

NSLI were given the opportunity to put it under waiver—that is, keep it in force, but let the government pay the premium.

Free insurance ended in 1957. However, anyone who came in before 1951 and held NSLI still had the option to let the government pay for it. Then when a member who had NSLI under waiver retired, he had the choice of dropping the insurance or paying the premiums himself.

As you can see, Chief, insurance is a complicated business. Your best bet would be to check with your nearest VA office to find out the status of your NSLI.

Now for your second question. Since before World War II, family allotments have never been stopped for PO2s and above. But they have been changed several times, and the status of PO3s has also changed.

At the beginning of World War II, a Married Allowance for Quarters (MAQ) was being given to married members in pay grades E-5 through E-7. In 1942, the Dependents' Assist-

ance Act established family allowances for all pay grades; but E-5s and above could choose between MAQ and family allowances.

The Career Compensation Act of 1949 repealed both MAQ and family allowances, and replaced them with the Basic Allowance for Quarters (BAQ). E-4s (with over seven years' service) and above were eligible. The next year, the Dependents' Assistance Act of 1950 extended BAQ to the lower pay grades and required mandatory allotments for all grades.

The mandatory allotment requirements were changed and BAQ rates were revised effective 1 Jan 1963. Under these provisions, which are still in effect, E-4s (over 4) and above are no longer required to maintain allotments to dependents in order to qualify for BAQ. E-4s (under 4) and below still must allot specific minimum amounts to their families to qualify. —Ed.

Retirement Points

SIR: Your article, "Continuing Your Education by Letter," (ALL HANDS, April 1969, pp. 50-54), says that retirement points are not credited to Reservists on active duty. The base personnel office disagrees. Could you clarify this?—G. M. L., LTJG, USNR.

● We're afraid you misunderstood us.

The article said that retirement points for naval correspondence courses are not credited to Reservists on active duty.

Of course, active duty Reservists do accrue points — one point for every day of active duty. But they don't get points for correspondence courses; only inactive Reservists do.

For that matter, Reservists on inactive duty training or active duty for training can't get points for courses either.

If a Reservist submitted a lesson of a correspondence course on his drilling day, he would not be credited with retirement points for that lesson.

We won't try to explain the whole retirement point system here. It would take several pages — as it does in the "BuPers Manual," Section H-31307.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Pers G 15, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

● *uss New Mexico* (BB 40) — The 12th reunion will be held 4 October in the Gold Room of the Hanalei Hotel, San Diego, Calif. Contact Amadeus Bible, 4929 Dafter Place, San Diego, Calif. 92102.

● *uss Indianapolis* (CA 35) — The third survivors' reunion will be held 31 July through 2 Aug. 1970 in Indianapolis. Contact Giles G. McCoy, 514 E. Spring St., Boonville, Mo. 38829 for details.

● *NAS Willow Grove* — Plans its second reunion for September for all Navy and Marine stationkeepers who served between 1946 and 1956. Contact NAS Willow Grove Alumni Association, P. O. Box 825, Richboro, Pa. 18954.

● *Underwater Demolition Teams Three and Four* — A reunion of World War II members will be held

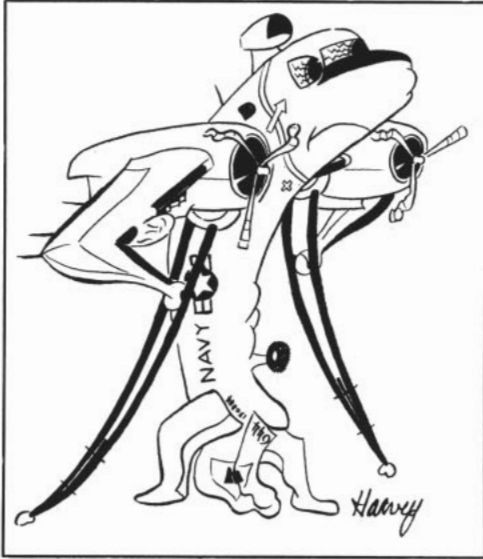
in Benton Harbor, Mich., 3-10 August. Contact Robert M. Wood, 62 Grant Ave., Brockton, Mass. 02401 for details.

● *80th Battalion Seabees* — A reunion is planned for September in New York City. Contact Isaac G. McNatt, 848 St. Nicholas Ave., New York, N. Y. 10031 for details.

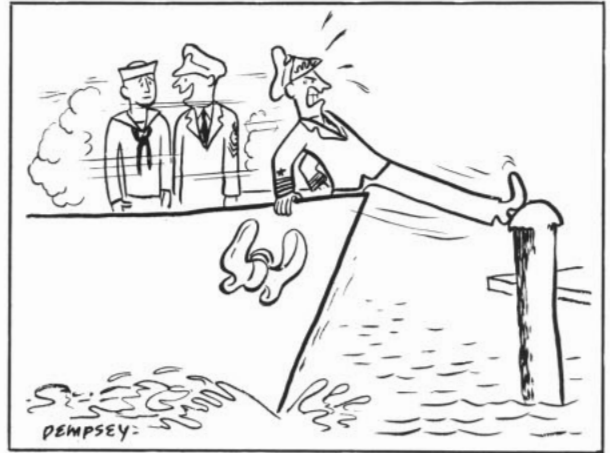
● *uss Raymond* (DE 341) — It is proposed to hold a reunion of the men who served in *Raymond* during and after WW II. The reunion will be held at a time and place determined by mutual consent. Contact I. A. Castelli, 10 Mantle Drive, Whitesboro, N. Y. 13492.

● *Wave Training Station, Milledgeville, Ga.* — Members of the ship's company who served between 1942-45 are urged to attend the reunion to be held 1-3 August at Denver, Colo. Contact Jessie Summers, 1738 Meade St., Denver, Colo. 80204.

● *uss Medusa* (AR 1) — The annual reunion and picnic will be held August 17 in Peck Park at Western Ave., San Pedro, Calif. Contact M. A. Moss, 3530 Gardenia Ave., Long Beach, Calif. 90807 for details.



"And the last thing I remember is the pilot saying to the copilot, 'Let's go down for a closer look at the beach.'"



"Captain's never made a bad landing yet!"



"I hear we got a direct hit on the sleeve."



"What stock number did you use to order these dogs, Stanley?"



"I'd like to speak to someone in charge."



"Here's the coffee you ordered."

TAFFRAIL TALK

HAVE YOU HEARD ABOUT SHINE? It is a new program at Naval Air Station, Glenview, Ill., that is turning out to be quite successful. The program is called "Self Help Is Necessary Everywhere" (that's where the SHINE comes from) and its aim is to promote enthusiasm and pride in the station through renovation projects. SHINE encourages military and civilian personnel to work as departmental teams to accomplish beneficial office and grounds beautification tasks.

Not long ago, writes Journalist 2nd Class C. O. Howarth, a SHINE day was established by Glenview's commanding officer, Captain D. E. Poynter. Each department conducted its own project under the direction of department heads. Military and civilian personnel worked together, making improvements.

The major improvements included: station trees and shrubs trimmed; ruts filled in and leveled with rock; barren areas sodded and planted with grass; sections of the main hangar painted, and a parking lot marked with new lines to reroute traffic. In addition, the major improvements were supplemented by general office cleanup which upgraded the overall appearance.

It all helped make SHINE a shining reality.

★ ★ ★

Sometime back the American Red Cross issued a warning on the danger of drowning as a result of holding your breath underwater for extended periods. With summer at its height, the subject is worth repeating. This warning is addressed particularly to youths and teenagers who compete with each other to see who can stay underwater the longest. They are asking for trouble—and possibly tragedy.

According to the national director of safety services of the Red Cross, hyperventilating—taking several deep breaths before going underwater—is a dangerous practice. This is what happens physiologically. Before going underwater, an individual takes several deep breaths in order to build up as much oxygen in the lungs as possible. This deep breathing (hyperventilation) does increase the oxygen, but it lowers the carbon dioxide.

After a period underwater, because the carbon dioxide does not build up fast enough to trigger the breathing urge, the swimmer tends to stay under too long and may black out. Then, unless help is at hand, drowning will result.

Navymen who are parents should make these facts known to their children and instruct them not to play the "holding-the-breath" game.

★ ★ ★

FIRE CONTROL Technician 3rd Class Bruce M. O'Brien, assigned to USS *Savage* (DER 386) and recently returned from Vietnam, reversed the normal procedure and saw his mother off for—yes, Vietnam.

Mrs. Helen O'Brien arrived at the Honolulu International Airport on a flight from Travis and had a one-hour visit with her son before going on to Saigon. She will work there as a contracting officer for the U. S. Army.

Her son saw more than two years' duty in Vietnam himself.

Mrs. O'Brien, a widow, decided that now that her family was raised, she would volunteer for duty in Vietnam.

The All Hands Staff

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles and information of general interest may be forwarded addressed to the Editor, ALL HANDS, Pers G15, BuPers, Navy Department, Washington, D.C. 20370 (see page 64). DISTRIBUTION: By Section B-3202 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure distribution on the basis of one copy for each 10 officers and enlisted personnel.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. Note that distribution is based on the authorized number of members attached, rather than temporary fluctuating numbers.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

Interesting story material and photographs from individuals, ships, stations, squadrons and other sources are solicited. All material received is carefully considered for publication.

There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, black-and-white, and also color transparencies. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. The photographer's name should also be given.

Address material to Editor, ALL HANDS, Pers G15, Navy Department, Washington, D. C. 20370.

• AT RIGHT: LITTLE BUT MIGHTY—Paducah, YTB 758, matches bows with USS John F. Kennedy (CVA 67) as she assists in mooring the carrier at Norfolk. The tug carries a crew of 10 men.







"SIGN ON, YOUNG MAN, AND SAIL
WITH ME. THE STATURE OF OUR
HOMELAND IS NO MORE THAN
THE MEASURE OF OURSELVES.
OUR JOB IS TO KEEP HER FREE.
OUR WILL IS TO KEEP THE TORCH
OF FREEDOM BURNING FOR ALL.
TO THIS SOLEMN PURPOSE WE
CALL ON THE YOUNG, THE BRAVE,
THE STRONG, AND THE FREE.
HEED MY CALL. COME TO THE
SEA. COME SAIL WITH ME."

JOHN PAUL JONES

